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The Hongkong Telegraph.

(ESTABLISHED 1881).

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WEDNESDAY, APRIL 14, 1920.

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ANDERSEN, MEYER & CO., LTD.

REUTER'S TELEGRAMS.

U.S. COTTON CROPS.

THREATENED BY PEST.

Washington, April 7.
All the cotton States are represented at a conference of the Federal Horticultural Board to consider combating the reappearance of the cotton worm in Texas. It is stated that only drastic quarantine can prevent a disastrous spread of the pest. The Board has suggested that Texas should prohibit cotton growing in the infected area for three years and compensate the farmers for the crop already planted. If the State of Texas fails to act, it is stated that the Department of Agriculture is prepared to restrict the movement of cotton and cotton seed from Texas.

DRASTIC QUARANTINE ADVISED.

Washington, April 9.
The Federal Agricultural Board has recommended that the Secretary of Agriculture enforce drastic quarantine over the cotton acreage of Texas and Louisiana, which are infected by boll weevil.

H. A. L. SHIPPING ROUTES.

LATEST DEVELOPMENTS IN AMERICA.

Washington, April 9.
The Consolidated Maritime Line of New York has purchased from the Shipping Board the steamer Armenia, 7,500 tons dead-weight, for \$755,000. The vessel is intended to sail on the old Hamburg-America route between Germany, England and South America and will carry grain and general cargo. A representative of the purchasers denied that the line would co-operate with the Hamburg-America Line.

A New York message says Herr Cuno, Director General of the Hamburg-America Line and two other representatives of German shipping have arrived. It is believed in connection with the proposal that the sixty former Hamburg-America routes be operated by ships under the American flag.

U.S. NAVY WANTS MORE PAY.

THOUSANDS OF CASES OF DESERTION.

Washington, April 9.
Rear Admiral Washington, Chief of the Navigation Bureau, giving evidence before the Committee investigating Admiral Sims' charges, declared that Congress must increase pay in the Navy in order to avoid disaster. He declared that there were 4,666 cases of desertion in the last half of 1919 and 1,553 in the first two months of 1920, while over 1,000 officers had resigned since the Armistice.

IRISH PROPAGANDA BY AEROPLANE.

Washington, April 9.
After the arrests of pickets outside the British Embassy, several women hired an aeroplane, ascended and dropped pro-Irish leaflets over the Embassy.

COVERED COURTS TENNIS.

CHINESE UNDERGRADUATE'S SUCCESS.

London, April 10.
In the Lawn Tennis Covered Courts Championship at Queen's Club the Chinese Cambridge undergraduate Wu defeated the New Zealander Cambridge undergraduate McCarthy in the first round of the men's singles in five sets by 25 games against 22.

STRAITS MAN AS PARLIAMENTARY CANDIDATE.

London, April 9.
The Tavistock Liberal Association has adopted Mr. Maxwell Thornton, former member of the Legislative Council in the Straits Settlements, as their candidate at the next election.

REAR-ADMIRAL BORRETT'S APPOINTMENT.

London, April 11.
Rear Admiral G. H. Borrett has been appointed Senior Naval Officer on the Yangtze in succession to Rear Admiral Ellison.

A GOOD IDEA.

London, April 10.
The Admiralty is considering sending certain surrendered German warships on a tour of the Empire.

NEW AMBASSADOR TO AMERICA.

London, April 10.
Sir Auckland Geddes has departed for America.

M. PAINLEVÉ.

TO VISIT CHINA SHORTLY.

Paris, April 9.
In response to an invitation from the Chinese Republic, the ex-Premier, M. Painlevé, will depart for China on the 15th with the object of developing Sino-French intellectual and technical relations.

YALE PRESIDENT RESIGNS.

New Haven, April 9.
The resignation of Dr. Hadley, President of Yale University, has been accepted.

ROME-TOKYO FLIGHT.

Rome, April 9.
The flight of the Italian dirigible, the Italia, from Rome to Tokyo, has been postponed.

REUTER'S TELEGRAMS.

U.S. RAILWAY STRIKE.

A SERIOUS SITUATION.

New York, April 10.
The strike of railway switchmen is spreading throughout the country, including the Hudson tubes between New York and Jersey City, and the Long Island railwaymen, and is intensifying the menace of a food shortage. At a meeting of railwaymen at Cleveland, the leaders of four Railway Unions accused the strikers of attempting to destroy the Trainmen's and Switchmen's Unions for the purpose of establishing one big Railway Union.

LATEST DEVELOPMENTS.

New York, April 11.
The railway situation is acute, owing to the curtailment of trains and the embargo on freight express services. Mr. Gompers has gone to Cleveland to help the Brotherhood officials to control the men. Meantime the railway officials are refusing to negotiate with the revolting Unions which claim to represent the strikers. The Federal officials promise to intervene whenever necessary.

TROUBLE IN MEXICO.

New York, April 9.
The State Congress of Sonora, Mexico, has passed a resolution severing relations with the Carranza Government. The Sonora revolutionists have seized the Custom House at Aguaprieta.

TO-DAY'S CHINESE TELEGRAMS.

CHINA AND THE ANGLO-JAPANESE ALLIANCE.

Shanghai, April 13.
The Government has wired to Shu Shin-ku, Minister in London, and Jong King-oh, Charge d'Affaires in Tokyo, to ascertain whether the Anglo-Japanese Alliance is to be renewed, and if so to declare that the words "for the protection of China" may not be inserted in any of the terms without first obtaining the Chinese Government's approval.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE STUDENTS STRIKE.

Shanghai, April 13.
The strike is practically certain at Shanghai, Peking, Tientsin, Hangchow and Nanking. It is doubtful at Wuchang, Hankow, Tientsin. Merchants and laborers have not yet planned to join here. The police are taking every precaution despite student leaders' assertions that there will be no violence. The French Consul has ordered the ejection of the National Students Union officers from the Consession. On Wednesday afternoon a conference is planned of the student leaders and French authorities to attempt to rescind this decision. The students' plans are highly developed but foreign opinion here is that the students are ill advised. The possibility of a general strike has stirred public utilities to perfect emergency arrangements. The situation is admittedly serious but it is impossible to forecast developments. There is no reply from Peking to the demands made.

DILWARA IN COLLISION.

Shanghai, April 13.
The Dilwara, bound for Hongkong, has been in collision with a Japanese steamer near Woosung and has been forced to return to Shanghai. She will be delayed until Friday.

EARLIER TELEGRAMS.

FRANCE'S REPLY.

Paris, April 10.
The Lloyd-George note concerning French occupation was discussed yesterday in two meetings of the French Cabinet council. After the second meeting the French Ambassador in London was instructed to hand the French reply to the British Government. The reply points out that the Allied Governments were constantly advised about Franco-German negotiations relating to the Ruhr and Frankfurt area. It reminds them Germany had accomplished none of the military or economical provisions of the Versailles Treaty regarding France and she can make no more concessions.—Havas.

DISARMAMENT IMPERATIVE.

Paris, April 9.
To-day order reigns everywhere in Frankfurt. The authorities have succeeded in appeasing the students and a municipal proclamation calling on the people to keep calm was issued. The leaders in rioting, where arrested, were sent out of the occupied region. Newspapers are again appearing without the previous submission to the censorship. The period provided by the protocol of August last for disarmament of the greater part of the German army and especially for the withdrawal of German forces allowed in the Ruhr basin expires to-morrow. The French state there are still about 40,000 troops in the neutral zone and an additional 60,000 in the area between Munster and Osnabruck. These troops must be disarmed immediately and the German army reduced to a maximum of 300,000 inclusive of all sappers, engineers, freikorps, bulgarwehr and student organisations.—Havas.

THE STRIKE.

DEADLOCK CONTINUES.

STATEMENT BY CHAIRMAN OF TRAMWAY CO.

The situation in connection with the wages dispute is unchanged, and it will remain so as long as the passivity of the Secretary for Chinese Affairs and the Dock Companies continues. The men express irritation over the fact that the three cents per hour flat increase made by Mr. Hallifax has not been confirmed by an official statement from the employers which would have encouraged them to renew a discussion that has been checked by the attitude of the employers. "Reduce your 40 per cent. and we will negotiate with you."

An official of the Chinese Mechanics' Guild states that the discussion over the wages question would have progressed favourably had the employers observed a policy of give-and-take in their dealings with the men. As it is, there is no prospect of an early settlement when each party is unwilling to show an indication of taking upon itself a renewal of the discussion.

FRESH DEMANDS.

The strike which has effected the general public in a tangible form by the cessation of tram service will shortly make itself felt in other directions if the attitude of the principal employers is indefinitely continued. Already the fitters and electricians of the Hongkong Hotel and the Kam Ling Restaurant at West Point have sent in applications for a 40 per cent. increase. These two establishments have their own electrical installations which are fed by their own dynamos and engines. The Hongkong Hotel employs some 15 fitters and the Kamling about 20 men. In each case the applications have met with an intimation that they will get a rise not less than that which may be eventually granted by the Dock Companies. Statements made by the men's representatives indicate that a strike may be anticipated to occur at an early date unless the Dock Companies come to a quick decision with an offer which proves satisfactory to the men.

The Hongkong University, which has some 27 fitters and electricians in its engineering shop, has suffered from a similar demand on the part of the men who sent in their applications about 10 days ago. The men were promised an increase similar to that which may be eventually given by the Dock Companies, which statement does not tend to give more satisfaction to the men than to those of other establishments.

Apparently, not being desirous of waiting for the decision of the European Dock Companies, the owners of the Chinese shipbuilding and repairing yards, have expressed their willingness to give the 40 per cent. increase to their workmen on condition that efforts will be made by them to resume work as soon as possible. The Guild have sent their representatives to Canton to make known this offer to the strikers from these Companies who have gone there.

It is anticipated that this concession of the Chinese owners will considerably stiffen the attitude of the strikers from the other establishments.

SATISFIED MEN.

We learn that the fitters employed by the Asiatic Petroleum Co., Ltd., have made no demands for an increase. Asked as to what this was due to, Mr. N. L. Watson, the general manager of the Company, said he could not explain, except that most of the fitters had been with the Company over 20 years and they were apparently satisfied with their condition.

DIRECT OFFER WANTED.

In our quest for further information on the strike we have been

informed that no definite offer has ever been made by the employers to the men. There has been no direct negotiation, and, says our informant, the parleying that has gone on inside closed doors merely represents suggestions thrown out by the employers to the men.

for is not true, we are told. All that has been suggested is that the companies will offer the mechanics an increase of 2 1/2 cents per hour which to the men getting a low wage means an increase of about 25 per cent., but to those higher up in the ladder an average advance of 7 to 10 per cent.

We understand, from a very reliable source, that whilst the Guild is insisting on a rise of 40 per cent., many of the men are prepared to return to work if the companies make an offer of a 30 per cent. increase. This offer to pay so many cents more per day does not find much favour with the fitters, who argue that the idea is not equitable when worked out on the basis of what a good many of them are getting.

How long the strike is likely to last no-one knows, but from an exhaustive canvass of opinion among the Chinese in the Colony it looks as if the end is not in sight just yet. Most Chinese employers are very sympathetic with the strikers, and many of the Chinese engineering, shipping and industrial firms who are affected by the present dispute are now prepared to give in to the men, but it is said they are debarred from taking individual action, as the employers have promised the Dock Companies that they will follow their lead and entrust the negotiations to them.

It is a matter for surprise that the leading members of the Chinese community have not been asked to co-operate in settling the dispute.

The Government holds that the wrangle is one between the employers and employees, and does not call for interference, so long as there is no violation of the laws or breach of the peace.

The general opinion among the Chinese is that in view of the high cost of living the demands of the fitters are reasonable.

TRAMWAY COMPANY'S POSITION.

At the annual meeting of the Hongkong Tramway Company, held to-day, the Chairman (the Hon. Mr. J. Johnston) made reference to the strike of the Company's employees which has had the effect of suspending the tram service.

He stated:—There appears to be a general misunderstanding of the position and I think perhaps it would be well if I took this opportunity of informing our shareholders and the public generally how the present deadlock has arisen. On the 18th March, employers of Chinese labour generally, received notice that certain skilled labour—represented by the engineer-fitters and turners—required an increase of 40% of their salaries to meet the increased cost of living. There was no word of a strike at the time, so far as communication to employers went. A general meeting of employers was forthwith held when it was decided to see if it was not possible to satisfy the men's demands (as had been the case last year) by a rise allowance based on the present cost of rice. This offer was promptly made known to the men who as promptly refused it and a further conference of employers was then held when it was decided that as the two local Dock Companies together with the Admiralty Dock were the biggest employers of Chinese labour of this class and that therefore any agreement they came to would necessarily have to be followed by the smaller companies concerned, they, the Dock Companies, assisted by Mr. Hallifax, should endeavour to come to terms with the Chinese, the smaller Companies agreeing to be bound by the decision.

29.5° Temperature 2 a.m. 71° Humidity 4 p.m. 70°

to the men. There has been no direct negotiation, and, says our informant, the parleying that has gone on inside closed doors merely represents suggestions thrown out by the employers to the men.

of the cost of an increase of from 2 to 3 1/2 cents per hour, representing an approximate advance of 25%. The representatives agreed to the Conference which was called for 7th April, when the three remaining representatives of the men (the others were said to be in Canton persuading the absentees to return) stated at once that they could listen to nothing short of a concession of the full 40% demanded. They remained firm on the point and discussion being impossible the Conference perforce ended. The men however can be under no delusion as to the lines on which the matter can be reopened; but the next move must lie with them as their present unreasonable attitude makes even discussion impossible. Speaking for the employers as I now do, I may say that we are quite prepared and ready to meet the men's just demands and increase their wages in recognition of the increased cost of living, but the men have certainly not been able to substantiate their demand for a 40 per cent. increase, and until they are prepared to discuss the matter on reasonable terms, it will be impossible to arrive at a satisfactory settlement.

In order that there should be no misunderstanding it would be advisable perhaps that I should here indicate the basis on which we are prepared to again meet the men in the presence of the Secretary of Chinese Affairs.

We are prepared to grant an increase to engineer-fitters and turners of 1 1/2 cents per hour plus a bonus towards the present cost of living of not less than 10 cents per day, the continuance of such bonus to be brought up for consideration and adjustment on the 1st October next. This increase and bonus to be graded so that taken together in no case shall they exceed a 25 per cent. increase on any employee's present salary, which we feel convinced is reasonable and fair. I take this opportunity of expressing our thanks to Mr. Hallifax who has spared no effort to bring masters and men together on ground which would permit of negotiation and I venture to express the hope that through his good offices we may yet see a settlement of the dispute on equitable lines. As regards this Company, the fitters came out on the 10th and although it might have been possible to continue to run the trains for a few days longer, as I am pleased to say the motor men and conductors were prepared to go on, threats had been received that these employees would be molested did they continue, and as 95 per cent. of the people carried by the trams are themselves Chinese, it was decided to stop altogether and allow our usual passengers to find other means of reaching their destination. To our European and other passengers who are not concerned with the strike I apologise for the inconvenience this decision may have caused, but I feel sure they will realise the difficulties we are faced with and appreciate the desirability of a united front even at the cost of a certain amount of personal inconvenience. I would add that this Company will give to monthly ticket holders a refund of a proportionate amount of the cost of their tickets.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4.17 3/4.

THE WEATHER.

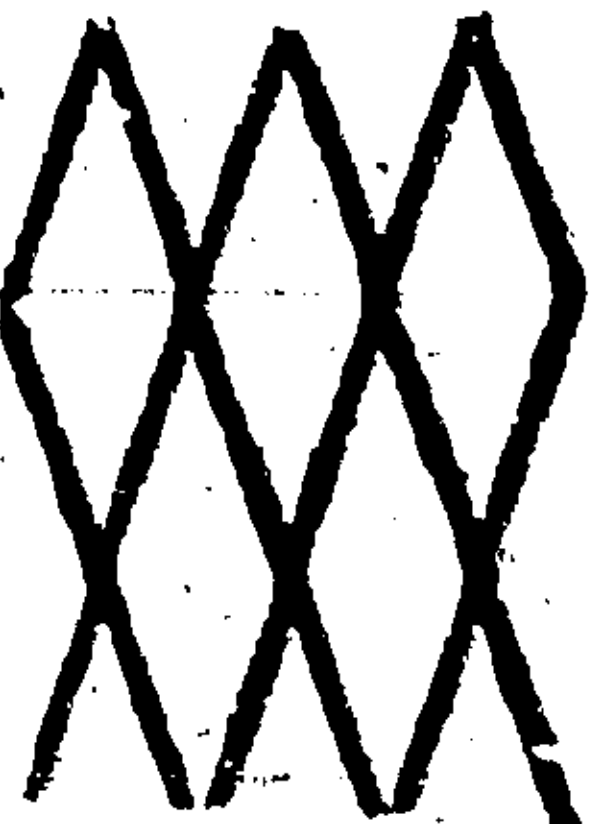
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THE NEW FRENCH REMEDY, THERAPION No. 1, THERAPION No. 2, THERAPION No. 3

PASSING OF THE MOSQUITO.

AN INDIAN DIALOGUE

A Times correspondent writes:—The brown and khaki p in spread away on all sides, in the south, east, and west, far as the eye could see, varied seldom by patches of field or small mud-walled villages, and here and there a dome of thick tree-tops. For it was India, the India of vast distances and unbroken horizons, where you may see often a single palm rising tall and straight three miles away. But here there was one break, for hard by the dak bungalow, with its dry, dusty compound and low stucco wall, there lay the bed of a river shining yellow with sand dotted with vivid green patches, where some enterprising villagers ready to hazard a gamble with Nature had taken advantage of the moisture to scratch the soil and sow temerarious crops of wheat. A trickle of moisture ran in among the sandbanks and gathered in small pools, whereby the white paddy birds strutted and pecked like snowflakes on a billiard table.

It was evening time, and the bush of evening had fallen more vast and more ample in proportion as India is more vast and ample than other lands. A solitary bullock-cart was coming down the long stretch of road that ran past the bungalow, its ungroomed wheels creaking and the coolie, sprawl on the load, thinking himself alone, bawling out the eternal song of the Zakhmi Dil. He stopped when he saw a sahib standing in the compound and the old cart went squeaking on its way into the dusk.

Now darkness had fallen, and the flying foxes began to pass and re-pass overhead, whilst a low murmur of voices came from the cookhouse. The lean figure of the khamamah passed to and fro in the doorway against the glow of his fire. I passed inside, into the heavy, hot, suffocating air, musty and fusty, of the little-visited rest-house of the white man. What a solitude is that of the Indian official, who must pass a night in one of these old staging bungalows! The cheap oil-lamp glowers at him through a red mist of heat and winged insects, and he is glad to have the little lizards on the wall for company.

Remembering the pools in the in the nullah hard by, I was careful to tuck my mosquito net tightly under the mattress. A simple process enough, but one often neglected when one is hot and weary, only longing to lie down and stretch one's aching limbs. I had my reward very soon. My charpoy was set out in the compound as far away as possible from the walls of the bungalow, which still were radiating the garnered heat of the day, but near enough to be sheltered by them from the peep of the early morning sun. Above me the star-shone by millions. The stillness was that of an empty world.

THE INTRODUCER

I had been there five minutes when there came the inevitable Ping! Ping! Ping! Ping! It went and came. The little beast was hunting all round the netting for a hole, balancing herself on her vibrating wings, shimmering with concentrated wrath at being deprived of her feast of blood.

"Ping! Ping! Let me in," she sang. I laughed. "Not I. I know you too well, my lady." She sailed away, but came back in a second, her gauzy wings still vibrant with their fifty thousand beats a minute. Now she was near my head, now my feet.

"When you are asleep you will put one of your feet against the

curtain, then I shall have my chance. I can wait," she shrilled vindictively.

"I can bite through the meshes of your wretched curtain," she sailed away into the hot drowsy night, but was back again in an instant.

"What are you afraid of—a tiny prick—a droplet of blood?" "Nay, madam, it is not that. It is malaria, those cursed protozoa, which are the teachers in your kisses; those undiscovered beings which through all the centuries unmade empires. It was you destroyed ancient Greece. It was you caused the abandonment of great cities. It has been you that has kept inviolate those vast tropic wastes and denied their riches to the betterment of man. But your reign is over. We have found you out, we doctors working against prejudice and derision, as pioneers always must. It is our indictment of you that is leading to the regeneration of the waste places of the earth, that is making room and food for the swelling population of the world, and life possible for the generations yet to come."

A PIONEER'S LOT.

"You must have done well out of it," she sneered.

"There you are mistaken. We were the pioneers, and pioneers get nothing—it is one of the laws of life. The trader goes where we have made it possible for him to go, and makes his pile; the soldier goes and gets the bubble reputation which he lives for; the missionary goes and writes home of the nasty habits of the heathen; finally, the tourist goes, and flinging his money about and enjoying the best the country has to show him, at the best season of the year, tells every one at home what a magnificent time the poor devils of officials out there (enjoying salaries about a tenth of his hotel bill) must have. But none of them says thank you to us."

"But I assure you there is no malaria here."

"Now you would deceive me, for I particularly noticed in the adjoining village that all the children had paunches like little aldermen, sure sign of enlarged spleens due to your savagery."

"I must have blood before I can lay my eggs," she murmured sulkily.

"Then," said I, "for heaven's sake lay no eggs. Become a Buddhist and aim at self-extinction. Be assured the world can spare you."

"Ah," she exclaimed triumphantly. "But can it? What of those old empires I helped to extinguish. It was time for new and better ones to arise. It was I through all the ages that raked over the populations so that only the fittest should survive. I weed the garden of mankind. Wipe me off the world and what will you get instead? This influenza!"

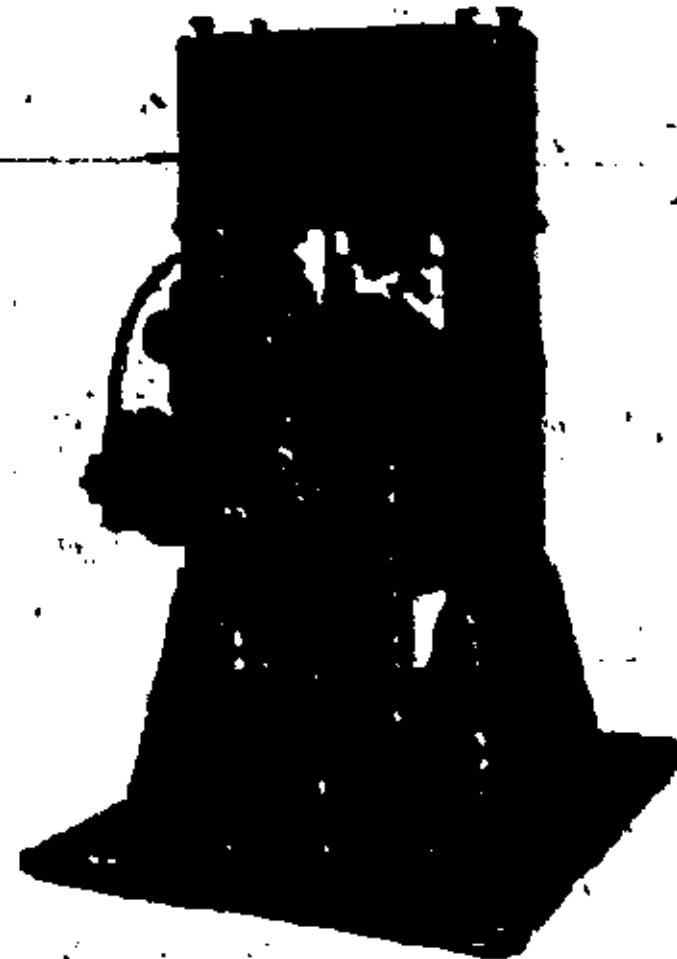
"Peace woman. We can only do our best and trust that is good in the eyes of Providence. If we can but teach the vulgar and the ignorant to depend on us and help us! The ignorant are our stumbling block; but the prejudiced are our quicksand. You, at any rate, have had your day. You will wreck no more empires nor seal up the treasure-houses of Nature's choicest gifts."

"And what about us," she screamed. "Do you think it right to deprive living creatures of life that you may escape?" "Why," said I, "as to that I know some people have expressed a doubt, and I own that I live in daily expectation of seeing a society for the Prevention of Cruelty to Mosquitoes."

Now there came a rattle of the dry leaves of the big neem tree and a little breath of air stirred through the stifling night.

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ASQUITH'S HAT.

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Recently Mr. Asquith received the following from Mr. J. B. Newton Lancaster, written from London University, on behalf of the students who gave Mr. Asquith a riotous oration on Monday:—

"Most Noble Sir,—I am writing on behalf of the students of the hospitals and of London University. We trust you are feeling none the worse for our little 'rag.' Our intentions were of the best, as we are with you to a man."

"We should feel very much honoured, sir, if you yourself would pen a word or so expressing forgiveness for our surprise in welcoming you back so unceremoniously. Your hat is in our safe keeping, and as it is rather ruffled, perhaps you would not object to our keeping it as a memento of your triumphant return."

To this Mr. Asquith has replied:—

"Dear Sir,—Please accept my best thanks for the letter, and assure the students that I am grateful for their good will, and thoroughly enjoyed the exuberance with which it was manifested."

In other circumstances I might lament the loss of a new hat, but I am more than content to leave what, after their friendly attentions, remains of it in their keeping.—Yours very truly, H. H. Asquith."

"Ugh!" she shrilled, "there's a wind and I must go. You are one of those mean men. May all your children die of hobbled livers."

"All right," I answered. "I am sending a party of men to pour paraffin on the pools to suffocate yours."

"Monster!" she screamed and, having had the last word, pinged away into the night.

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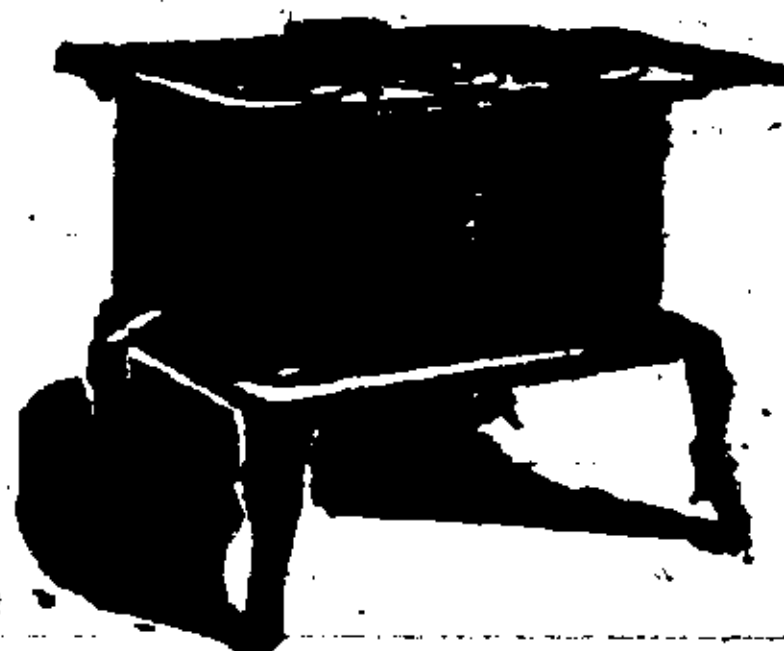
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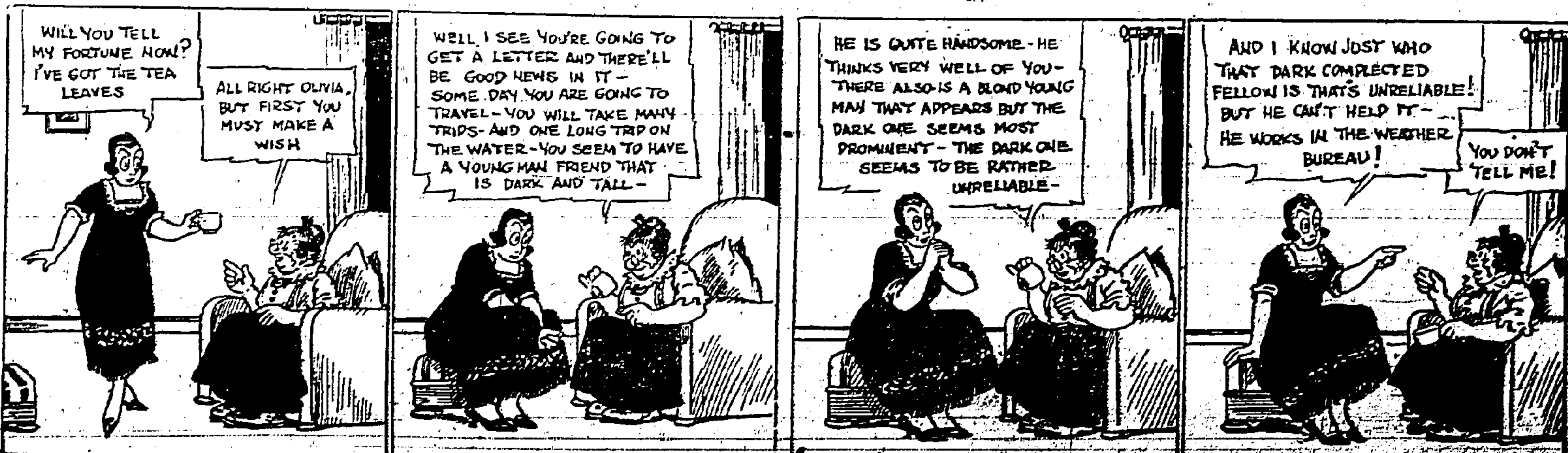
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THE PROBLEM OF
ILLEGITIMACY.

THE NEW BILL.

Mrs. H. A. L. Fisher (Chairman of the National Council for the Better Care of the Unmarried Mother and Her Child) writes in the Observer:

From the early Factory Acts up to the last Education Act we can trace the steadily increasing care of the State for its child population. More and more do we realise that the child is the key to the future, and that labour and money expended on its behalf are infinitely more likely to bring about the desired results than double or treble the amount bestowed upon adults. But there is one pathetic section of our child population which benefits but little from infant welfare work, and is only too often irretrievably damaged, mentally, morally, and physically, before it attains to school age and comes under the care of the educational authorities. Normal children have fathers as well as mothers; the illegitimate child must be, in the greater number of cases, maintained as well as cared for by its mother. Our system of dealing with this question has been based upon the principle of leaving the unmarried mother to bear the whole burden of her child, with such help as the Affiliation Acts permit. Except by those who are actually working for these mothers and children in one way or another it is not realised either that the obtaining of an affiliation order is hedged with difficulties or that when one is obtained the weekly sum payable by the father is limited to 10s. and until recently it was only 5s., an amount which may bear little or no relation either to the means of the father or the needs of the child.

There has come to be a general agreement among those familiar with this difficult and trying problem that the deterrent principle has not been successful, and that in the interests of the child it is essential to increase the responsibility of the father. As things are the number of illegitimate births has remained approximately constant for the last ten years. About 37,000 illegitimate babies are born yearly in England and Wales, though in 1918 there was an increase to over 41,000. Meantime, as everyone knows, the number of legitimate births has steadily decreased, so that the illegitimate have formed an increasing proportion of the whole. It can therefore scarcely be argued that the deterrent principle has succeeded in preventing illegitimacy.

TWICE THE NORMAL DEATH-RATE.

What is the fate of these babies? It scarcely bears investigation. Their infantile death-rate is at least twice that of the legitimate, all too high as that still is, and there is grave reason to fear that if all the facts were known the figures would reveal an even higher mortality. If one in every five of these hapless babies perishes before it is a year old the remaining four will necessarily have undergone great risks, and a proportion of those of them who survive will in all probability have incurred irretrievable harm. It cannot be too often repeated that a high infant death rate inevitably means a high damage rate. No modern community can afford to allow its future citizens to grow up, enfeebled, injured, likely to be a permanent burden upon the resources of the community. What, then, can be done?

The Bill which is to be introduced by Mr. Neville Chamberlain early in May, and which is supported by all the main bodies concerned with this problem, is based upon the principle of increasing and recognising the responsibility of the father, and failing him of the State for the maintenance of the children. Illegitimate children are to be wards of Court, and the duty of getting into touch with the father is placed upon an official of the Court (the collecting officer under the Affiliation Orders Act). The 10s. limit is to be abolished, and the sum payable is to be arranged in accordance with the means of both parents and the real needs of the child.

THE QUESTION OF RESPONSIBILITY.

We who wish to increase the father's responsibility are sure to be told that anything which lessens the terrible burden of the unmarried mother will tend to increase illegitimacy. But the evidence is all the other way. To begin with the certain knowledge

that he will have difficulty in evading his share of the responsibility may fairly be expected to have some effect upon the father, perhaps as least as much as the knowledge that her child will have some claim to a father's support may be expected to increase the recklessness of the mother. But, quite apart from this kind of reasoning, which is not really convincing either way, we can point to the experience of countries which have adopted legislation along the lines we propose, and that experience has been the opposite of ours. Instead of a steady increase in the percentage of illegitimate births, they have witnessed a steady decrease.

MOTHER AND CHILD.

Moreover, most of those who work among girls of the type who become unmarried mothers feel strongly the urgent need of enabling the mother and her child to remain together. There are, of course, cases where in the interests of the child this is impossible (and the Bill provides for the guardianship of the child in such cases). But over and over again it is found that the one chance of restoring the mother to self-respecting citizenship, of learning control, is to give to her overemotional, undisciplined nature the appeal and satisfaction of caring for her own child. If she has to leave it to a foster-mother—and nowadays good foster-mothers are almost non-existent—this natural and safe relationship is denied to her, and further troubles all too often ensue.

Obviously the Bill is only one small bit of the work that must be done if this sad and old problem is to approach any solution. We must try to think out the constructive preventive work that is so sorely needed if the annual 37,000 or more illegitimate births are to be replaced by legitimate births. We must do all we can to make our young people realise the high responsibilities of parenthood, we must do far more to insist upon the desirability and the possibility of the single moral standard of purity. Then, again, there is much to be done, and most of it can be done easily—to provide our young people with healthy and natural recreations. We want a very great deal more good music, more good dancing, acting, games, all healthy safety-valves for the emotions. And we want, too, more and better education as a preparation for the right use of leisure.

SUPPORT THE BILL.

Meanwhile here are the annual thousands of babies, innocent themselves, but doomed, because of the wrong doing of their parents in a terribly large number of cases, to sufferings and miseries which do not bear thinking about. Every now and then we are moved to pity or horror by some lurid revelation of baby-farming, by some account of a despairing girl who abandons or even destroys her helpless child. If we did but realise the conditions of which these tragedies are but the occasionally visible symptom, we could not rest till we had done something towards a solution. At this moment, we can try to support Mr. Chamberlain's Bill, which is approved by the National Council for the better care of the unmarried mother and her child, the N.C.P.C.C. and the Salvation Army. We can urge local authorities to use the powers they now possess and provide hostels in which mother and babe can live together, and from which in due time the mother can go out to work, returning to her child at night and assured of its well-being in her absence. The impossibility of finding any sort of shelter is not the least of the agonies the unmarried mother undergoes. And, above all, we can work for better standards, and meanwhile do what in us lies to help these hapless babes who will not be citizens of our common state, and who, as things are, are far more likely to be burdens upon it than to be the kind of men and women that we should wish to have as the fellow-citizens of our own children.

THREATENING SIR OLIVER LODGE.

A stranger, who said he wanted to shoot Sir Oliver Lodge, was arrested outside the distinguished scientist's house at Edgbaston. At Birmingham Police Court the man, whose name is Solomon Hill, was charged with disorderly conduct, and said he had been persecuted and tormented by "Sir Oliver Lodge's mental suggestion." He was remanded. Sir Oliver Lodge is at present in America.

MR. ASQUITH'S DRIVE TO
PARLIAMENT.

BIG PUBLIC WELCOME.

A very cordial welcome was given to Mr. Asquith on March 1st by crowds of people, who assembled at various points of his journey between his home in Cavendish-square and the House of Commons.

There was a dense crowd in Parliament-square and the immediate vicinity of the Houses of Parliament.

Mr. Lloyd George drove into Palace Yard shortly before the meeting of the House and was cheered by those who were near his carriage and recognised him through the closed doors. Mr. Bonar Law, too, came in for a share of the welcome as he walked across Palace Yard into the House.

When Mr. Asquith started from his home in Cavendish-square, a great crowd of students, hatless for the most part, had assembled outside and started the sedate neighbourhood with slogans like—

We are the boys who make the noise.

Oo! Ah! Oo! Ah!

When the doors were finally flung open by two green-uniformed footmen the students raised a resonant roar and swarmed round a car which, however, proved not to be Mr. Asquith's vehicle.

Another and bigger car shortly drove up. Again there was a fierce struggle; again the police were inadequate to deal with it, and only a student, mounting to the roof, was able partially to clear a way for the vehicle.

It was now possible for Mr. Asquith to approach his car. Mrs. Asquith paused on the steps to wave a bunch of white heather to the crowd.

Lady Bonham-Carter led the way and the member for Paisley brought up the rear.

He raised his hat—and immediately a shower of confetti became mixed with his white hair. He was patted on the shoulder and thumped on the back, one hand even stroked his locks.

Through it all he smiled indulgently—probably none there was better qualified to realise the absence of political significance from the hilarious methods of these youngsters.

They clung to his car like flies. Eventually a policeman picked them from the roof and standing there, throughout the drive to the Commons this officer was industriously smacking at clinging hands with his truncheon.

When the car reached Downing-street the crowds lining the pavements were six or seven deep, and surged forward into the middle of the road, where they surrounded the vehicle, bringing it to a standstill for a moment or two.

In the immediate vicinity of the House, Mr. Asquith had a fine reception from a great crowd that lined the pavement in Parliament-square.

Mr. Asquith was bare-headed. He had lost his hat on the journey, but he bowed in acknowledgment of the greetings.

When Mr. Asquith arrived at the House the car in which he was riding was drawn up in the inner courtyard and an inspection made. It was estimated that nearly £100 worth of damage had been done, for there was a smashed hood, two broken lamps, a wrecked windscreen and very distinct dislocation of the mudguards.

GENERAL NEWS.

UNION WITH OVER-SEAS CLUB.

The Councils of the Royal Colonial Institute and the Over-Seas Club and Patriotic League of Britons approved in principle, a scheme of amalgamation. Details are being worked out and, if finally agreed to by the respective Councils, the scheme will be submitted for approval at general meetings of the members of both societies.

LORD ACTON'S ESCAPE.

Stockholm, Feb. 29.—An alarming incident occurred at Helsingfors on Friday evening when shots were fired at the motor car in which Lord Acton, the British Minister, was travelling. Lord Acton was in a military car which had returned from the Russian frontier, and when on the outskirts of Helsingfors shots were fired. The car was stopped and efforts were made to find the person who fired, but without success. No one was hurt. It is believed that an over-zealous sentry discharged his rifle in order to stop the car.

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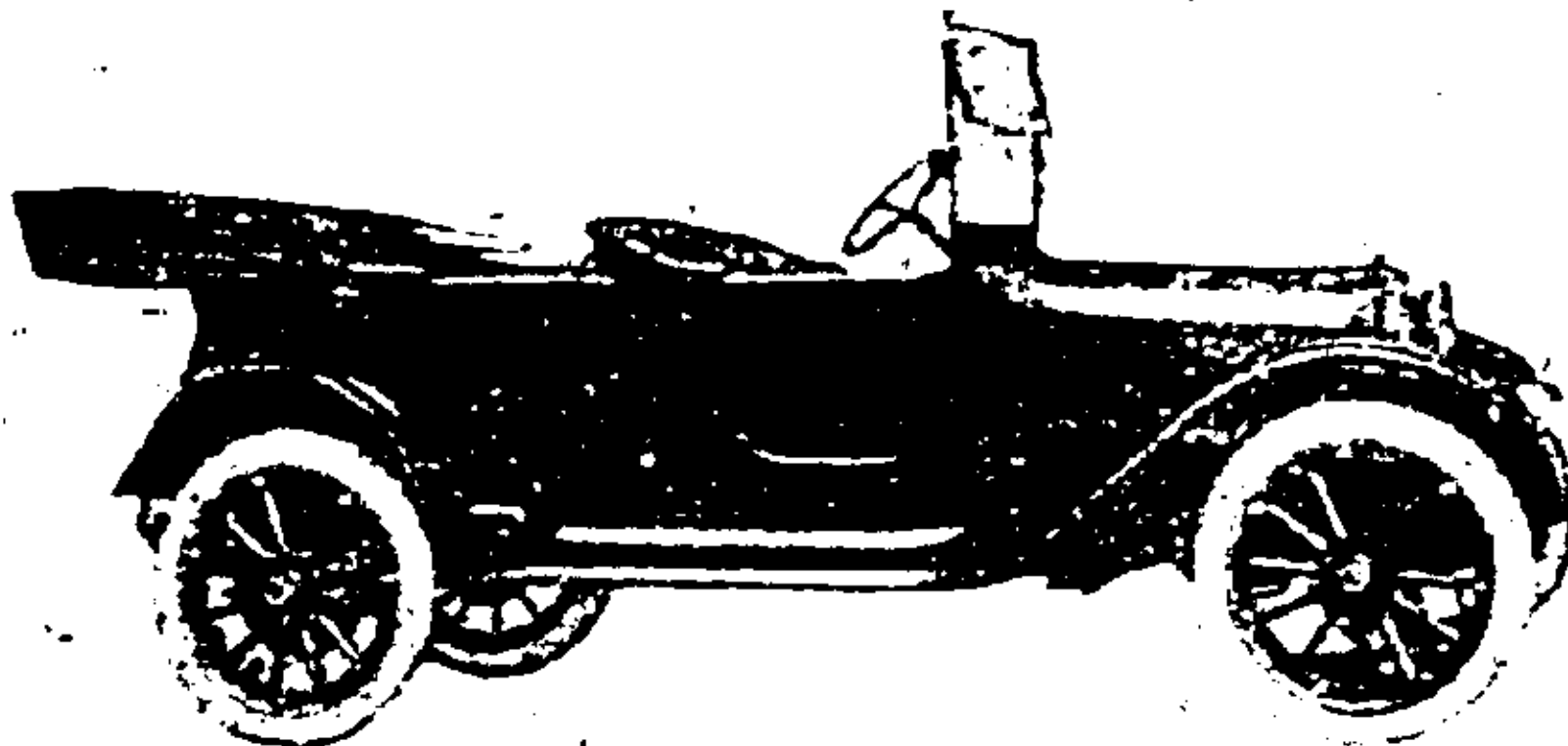
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CONSIGNEES.

NOTICE TO CONSIGNEES.

S. S. "DOYLESTOWN."

From CALCUTTA via

RANGOON, SINGAPORE and
SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on April 16th at 10 a.m. and April 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after April 17th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators,

U. S. SHIPPING BOARD

Hongkong, 10th April, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S. S. CO., LTD.

The Steamship

"LAKE FARMINGDALE"

From CALCUTTA via

RANGOON, PENANG &

SINGAPORE.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on March 16th, at 10 a.m., and April 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after April 19th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping

Board.

Hongkong, 13th April, 1920.

MORE MARVELS OF WIRELESS PHONE.

SONGS HEARD AT RANGE OF 1400 MILES.

Wireless telephony experiments, which, as described in the *Daily Chronicle* recently are being conducted from Chelmsford, Essex, for a fortnight, to ascertain the range capacities of the invention, are producing some interesting results.

So far, the greatest distance at which the daily messages and songs are known to have been picked up is approximately 1,400 miles.

Last week the liner *Metagama*, when 1,000 miles west of Polhu, received the sounds faintly, her instrument being inferior in power to the land type. As she approached Ireland, however, the conversation became commensurately more audible, until it was so clear that the Duchess of Devonshire, who was on board, was invited to listen, and accepted the novel experience.

Yesterday morning an amateur living at Richmond, Surrey, heard the sounds with such distinctness that he rung up a friend on the ordinary telephone, who was able also to hear the messages from Chelmsford, when the wireless receiver was placed at the G. P. O. telephone mouth-piece.

Amateurs from all parts of Britain are reporting daily, upon the results, and now the Chelmsford operator prefaces his talk and song with a word of thanks to these enthusiasts individually. The experiment concludes on Saturday, unless the Marconi Company can obtain permission to extend the period.

Reports from the distant stations are not expected to be received until some days later, and from these the experts anticipate collecting very valuable data.

NOTICE TO CONSIGNEES.

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AND

CHINA MUTUAL STEAM
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are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 13th April, 1920.

Just arrived.

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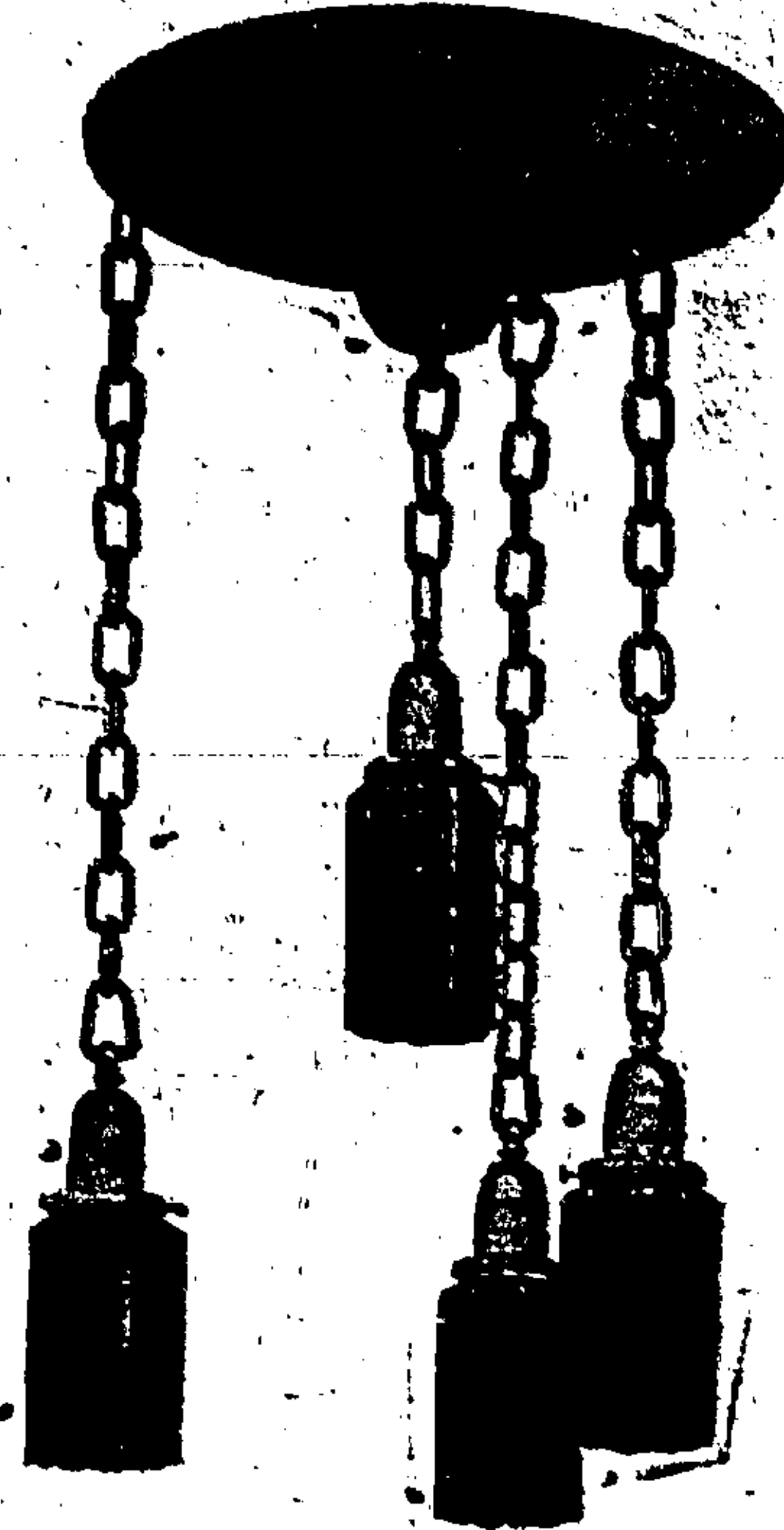
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VACATING OF SEATS IN

THE COMMONS.

AN OBSCURE CONSTITUTIONAL POINT.

A Parliamentary correspondent writes in the *Observer*: "I noticed that some newspapers, according to the event which has led to the by-election in Argyllshire, stated that Sir William Sutherland had resigned on his appointment to the office of Junior Lord of the Treasury, but would seek re-election. There was, in fact, no resignation. By the acceptance of the office Sir William Sutherland vacated his seat, and accordingly was no longer a member of Parliament."

Indeed, this constitutional practice of vacating seats of the House of Commons on appointment to posts in the Government, for the reason that they are "offices of profit under the Crown," is puzzling not only to the general public but even to members themselves. Why, for instance, should a Junior Lord of the Treasury, a Government Whip, whose salary is £1,000 a year have to seek re-election, while the Financial Secretary to the Treasury, who assists the Chancellor of the Exchequer in the imposition and collection of taxes, and is paid £2,000 a year, retain his seat undisturbed on appointment? Why again, must the Civil Lord of the Admiralty, who gets only £1,000 a year, submit himself to his constituency on appointment, while the Financial Secretary to the Admiralty, who receives twice that salary, is not required to do so? More curious still, why does the Paymaster General, who, though he issues the warrants for the payment of his colleagues in the Administration, receives no pay himself—no, not a brass farthing—rank as a holder, therefore, go out for re-election?

THE STATUTE OF 1701.

The law that a member of the House of Commons must submit his acceptance of office in the Government to the judgment of his constituents was enacted by a

Statute of the reign of Queen

Anne—Succession to the Crown Act, 1707—and its purpose was to restrain the corrupt influences of the Crown over Parliament by its power of making members servile and obsequious by giving them offices of profit. The danger to constitutional liberty which the Act of Queen Anne was designed to provide against has, of course, passed long since and gone for ever, but the Act remains in operation, despite its apparent remoteness from the realities of these democratic times. It has, however, been considerably modified. An Act passed in the reign of George II., laid down that these several Under-Secretaries of State, the Secretary to the Treasury, and the Secretary to the Admiralty, were qualified, on appointment, to retain their seats without re-election. Later Acts made similar provision in regard to the other Parliamentary Secretaryships, such as those of the War Office, the Board of Trade, the Local Government Board (now the Ministry of Health), the Board of Education, and the Ministries of Agriculture, Labour, Pensions, and the Vice-Presidency of the Irish Department of Agriculture, though all these posts have salaries attached.

A CONSTITUTIONAL FICTION.

The principle which justifies these exceptions from the statutory obligation, is that the Under-Secretaries of State and the Parliamentary and Financial Secretaries are regarded as holding office, not by appointment from the Crown, but by appointment from the Ministers in charge of their several Departments. This is a constitutional fiction, for the Secretaries, as well as the chiefs of the Departments, are all appointed by the Prime Minister, but it has the convenience of a very practical kind. Even to this there is an exception. The Chief Secretary for Ireland is constitutionally "Chief Secretary to the Lord Lieutenant of Ireland." Yet it is provided by a Statute passed soon after the Union that offices to which the Lord Lieutenant of Ireland makes appointments, are

offices under the Crown and thereby vacate seats in the House of Commons.

Generally speaking, all the principal offices, the offices of Cabinet rank, come within the Statute of Queen Anne, and appointment to any one of them involves an election. The Law Officers of the Crown for England, Scotland, and Ireland also come into that category. The Junior Lords of the Treasury, or Government Whips, and the political officers attached to the Court, which are held by members of the House of Commons—the Comptroller, Treasurer, and Vice-Chamberlain of His Majesty's Household—and the unsalaried Paymaster General are likewise regarded as being held direct from the Crown, and accordingly seats in the House of Commons are vacated by acceptance of them. But there is a provision in the Reform Act of 1867 by which a Minister transferred to another office, "in lieu of and in immediate succession the one to the other," need not submit himself to his constituents.

ATTEMPTS AT REPEAL DEFEATED.

The Act of Queen Anne was suspended during the great war. Members of the House of Commons appointed to offices in the two Coalition Governments were therefore not obliged to seek re-election. One of the first legislative measures submitted by the present Coalition Government to the new Parliament on its assembly in February, 1919, was a Bill making legal the retention of seats in the House of Commons, notwithstanding the acceptance of offices of profit from the Crown. It was so strongly opposed that its operation had to be limited to nine months. All attempts by Governments to repeal the Act of Queen Anne, on the ground of its inconvenience to Ministers newly appointed to office, have been defeated. That statute, despite the complete revolution which the Constitution has undergone since it has passed, is still revered as a bulwark of the independence of the House of Commons.

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WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

DEATH.
INGLIS.—On April 13th at sea, of heart failure, whilst asleep,
Frances Alice, beloved wife of W. F. Inglis.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 14, 1920.

HELPING BRITISH TRADE.

These are days of reviving commerce. On all hands we see big efforts being made by the various countries of the world who are in a position to do so to secure larger positions in the great consuming markets. Here in Hongkong we can very easily get first hand evidence of that fact, though at times it seems that we fail to give the various indications their true significance. To take only the great business of carrying, our American friends are devoting themselves to the development of the Pacific business with an enthusiasm and thoroughness that will earn for them a large measure of success. In manufactures, too, they are doing big business and preparing to do even more. But the people at home are not so slow as we are apt sometimes to think in grasping the significance of the present opportunity. Thanks to the energies of the Department of Overseas Trade much is being done to attract buyers from all over the world to look to England for goods of honest value, and so soon as manufacturers have been able to supply the steady demand for home consumption then it is certain that British exports will once again take the prominent place they used to hold in the days before the Great War came to upset the then existing order of things.

News came through two days ago of the re-election to Parliament of Sir Hamar Greenwood, a man who has done a tremendous amount of work in furthering British trade interests. On the occasion of the establishment in London of the British Trade Fair on February 23 last he stated in an interview that competing nations used to make it a point to belittle the extent of the manufacturing capacity of England and contended that they alone were capable of supplying the requirements of all classes of buyers. No one believes this now for it is known all over the world how England became the arsenal of the Allied Nations. This was due to the response made to the cry of Mr. Lloyd George who was at that time Minister of Munitions. The cry in England is no longer "Munitions and still more Munitions" but "Merchandise and still more Merchandise." Sir Hamar Greenwood is of opinion that the horizon of British trade has been enormously extended; trade is now flowing through channels that were undreamt of a few years ago. "This is due," he says, "to the raising of the standard of life in all countries. Untold millions of Oriental, African and South American peoples are rapidly becoming factors in the world of trade as customers. We learn from home journals that the Fair opened simultaneously in London, Birmingham and Glasgow. Was one that surpassed anything of its kind which had ever been held in any country. Some idea of the magnitude of the undertaking may be gathered from the fact that in order to provide sufficient accommodation for merchandise to be shown, the Crystal Palace, which in area is greater than any other show ground in the world, was not large enough and did not provide accommodation for more than one half of the exhibits. Birmingham, that great metropolis of the hardware industry, was found to be a convenient centre for iron and steel wares, whilst the Textile Trade was represented at Glasgow which, although it is not the chief centre of this industry, was found convenient both for manufacturers in Scotland and those of the North Counties of England. The purpose of the Fair was advertisement. Many people have found fault with British Manufacturers because they do not advertise, and it was generally a well-known fact in commercial circles that other nations were better at advertising their goods than England, although they were beaten by the British both in quality and variety of their products. The Fair was organised more with a view of attracting wholesalers than retailers. Nevertheless, retailers acted wisely in being present for they were then in a position to form a good idea of what the wholesale could provide and they could also place orders direct with British producers. It is believed that much business can be transacted in such a way, for at Leipzig German manufacturers often took orders which kept their factories and workshops going throughout the entire year. At the last Fair held in England, British manufacturers booked orders to the value of almost three million pounds sterling. In the particulars of the Fair to hand very many interesting details are given, and it would seem that if such Fairs could be made periodical they would in a few years come to prove one of the greatest attractions to people of all nations who wish to do business with England.

It was announced some time ago that a similar though smaller fair would travel the important centres of British trade abroad and we suggested at the time that it would be well worthy of consideration that Hongkong should be included in its itinerary. We have not learned whether anything has been done along these lines, but we trust that our Chamber of Commerce Committee has given a little thought to the matter. But whatever has happened in that regard it is pretty certain that British trade is being well looked after, at least from home, and it should be the aim of every British business man in Hongkong to second such efforts by all he knows how. We can all do our little bit to help on the good work. This journal's province is more to encourage than to do, and whatever criticisms we ever see fit to make regarding trade matters they are only put forth in the hope that they may urge our traders on to better things. Being of the British Empire we have a part to play in the effort that is going on to make the Old Country once more the greatest manufacturing centre of the world.

NOTES & COMMENTS.

THE STRIKE.

It is matter for general regret that the local labour situation is still in a bad way. We are informed that the men's guild is determined to hold out for the forty per cent. increase, and that the employers are just as firm in their resolve not to make such a concession. If that continues to be the frame of mind of both parties, it is obvious that no solution can be reached. Meanwhile, things are going from bad to worse, for the strike is gradually spreading. The employers say that the workers are unreasonable, and there is, at any rate, this much to be said in their favour—that they have already offered an improvement on their original promise, whereas the men have shown not the slightest disposition to meet their masters halfway. But of even more importance than who is right or who is wrong is the actual effect of the stoppage on the industrial life of the Colony. Strikes of such dimensions cannot occur without seriously injuring Hongkong. That is why every possible effort should be made to get back to normal. The Government, in refusing to take sides in the matter, excepting to see to it that the necessities of life are not denied the public, is doing quite right. It is no business of a Government to play the role of strike breaker in an ordinary dispute between an industrial concern and its workers. But it is its business to give protection to workers who are threatened with violence, instances of which have been brought to our notice. In the interests of the business prosperity of the Colony, also, it ought to make independent investigations with a view to finding out whether either side is acting unreasonably and, if so, to apply a little pressure in the right quarter. If it's a matter of pride on one side or of undue greed on the other, the offending parties should be given a sharp rebuke by the Government.

WHAT OF THE FUTURE?

The present dispute is serious enough, in all conscience, but it may be only one of many that are to come. In that case, it is not high time that some better machinery were provided for the settlement of problems of this order. There are occasions on which the services of the Secretary for Chinese Affairs are of value in disputes concerning Chinese workers, but in the present case it would appear that he has been able to accomplish nothing as a go-between. The men complain that they have not been able to engage in direct negotiation with the employers, and we have even heard it suggested that whilst some of the latter are inclined to concede the demands, some of the larger interests are practically compelling joint action. If this latter story is true, then it is just as bad as the guild compelling certain satisfied men to go on strike. We have already suggested the creation of a permanent Arbitration Board to deal with disputes of this kind. We again press the point. Let a representative Board be formed, and let it be enacted that its decisions in all matters that come before it shall be final and compulsorily accepted by both parties.

VERY MUCH SOLVENT.

The other day, in a Reuter's message concerning the improvement of sterling exchange on America, it was stated that the Anglo-French decision to repay the half-billion dollar loan had awakened greater confidence in America as regards Britain's ability to pay her debts. Despite all that the war has meant, we are surprised that there should ever have been any two opinions about British solvency. It is quite clear, indeed, that the predictions that Great Britain was on the road to a smash-up because of the drop in the exchange rate of the pound sterling may, like the report of Mark Twain's death, be considered as "exaggerated." The fact is that American exporters will have to be on their toes if they expect to compete with Britain in overseas trade. In 1918 Britain's adverse balance of trade was £784,000,000. But in 1919 the adverse balance was only £669,000,000. The tremendous recuperative power shown by this fact must not be overlooked. And, besides this, the Board of Trade estimates that more than two-thirds of this adverse balance was met in 1919 by "invisible exports," including Britain's return in freight rates on her enormous carrying trade, and returns on investments abroad. The British Empire is still a going concern and is likely to continue so.

DAY BY DAY.

THERE IS ONLY ONE THING STRONGER THAN ARMIES, AND THAT IS AN IDEA WHOSE TIME HAS COME.

Yesterday's health return shows one fatal case of cerebro-spinal fever, the victim being a Chinese.

The Rev. J. Kirk Macdonachie's sermon, which touches upon the child slavery question, will appear to-morrow.

Capt. D. A. Lukhmanoff has been appointed General Manager of the Russian Volunteer Fleet for the Far East and Executive Director of the Fleet's Board of Directors.

We hear that the Club de Recreio is to play in the First Division of the Tennis League, and not the Second. The Indian Recreation Club is not participating in the Competition.

The Acting Danish Consul informs us of the receipt of news from the Consul General at Shanghai that the Folketing (House of Commons) elections are to take place on April 22nd.

At the annual meeting of ratepayers of the Shamen Municipal Council the following were elected for 1920:—Mr. H. Sutton, Chairman; Mr. S. Smith, Vice-Chairman and Treasurer; Mr. W. Farmer, Hon. Superintendent of Police; Mr. E. Pepperell, Water Authority; Mr. G. N. Courtney; Mr. R. T. Matheson, Secretary.

Another of the murderers of Warder Speed and the Indian warder has expiated his crime by undergoing the extreme punishment of the law. He was Mok Shing, who was executed by hanging at the Victoria Gaol this morning at five o'clock. An enquiry on the body was afterwards held by the Coroner and a jury.

A consignment of U.S. Gold \$4,000,000 was transmitted by the local office of the Hongkong and Shanghai Bank by the s.s. Charleston Hall which left at 5 p.m. yesterday for New York via Panama. An interesting report has been circulated regarding this gold, to the effect that it was originally intended for the Russian Government at Vladivostok, but owing to the disturbances which have broken out there, the money was brought to Hongkong, and is now being sent back to the United States. We have been unable to verify this story.

At the Police Court to-day three men were arraigned on charges of being in unlawful possession of offensive weapons, namely a number of bullets and daggers. Sgt. Murphy stated that the men were arrested in a tea house at No. 410 Queen's Road West, and this led to a search at No. 455 Queen's Road West, which was occupied by one of the prisoners. Here a key was produced by the man which gave admittance into the back cubicle, where the bullets and revolver ammunition were found in various places of concealment. Despite various excuses, two of the prisoners were sentenced, one to six months, and the other man to three months' hard labour.

FATAL FIRE.

CHILD BURNT TO DEATH AT KOWLOON.

With fatal results, a fire broke out at No. 9 Peking Road, Kowloon, last night at 7.30 o'clock. The fire was confined to the top storey of the house, and burnt out the cookhouse, as well as a cubicle on the floor. Though of small extent, a fact for which the Police of that district and the Fire Brigade deserve every credit, it was attended with a fatal result, in the death of a child who was burnt by the flames. The cause of the fire is not known, but it broke out with such suddenness that before a rescue could be effected of the child, the cubicle in which she was, was caught in the grip of the flames and was practically burnt out. A rescue was attempted by her mother but the flames were an obstacle which could not be overcome. By the pouring of a large quantity of water into the lower storeys the fire was prevented from attaining further progress, but the damage to the property from this cause equals that wrought by the flames in the top storey. The building is not insured.

WU TING-FANG.

WHY HE LEFT CANTON.

Dr. Wu Ting-fang, who recently left Canton and came to Hongkong, has since departed for Shanghai by the Kaito Maru. In a circular telegram explaining his departure from Canton he says:—

Since the dissolution of Parliament by force, the great law has been discarded and disregarded. There was a very narrow margin between the continuance and discontinuance of the destiny of our nation. Fortunately the Commanding Officers and men of the navy and the military generals and officers of the South western Provinces started a movement one after the other for the purpose of maintaining the Constitution. Hence the National Assembly was convened in Canton and it organised the Military Government. Thus the rightful descent of the Republic of China continued again after separation and the provisional Constitution resuscitated after extinction. I ran with all haste to the flag of the Constitutional movement. Later on the Military Government was re-organised and the Generalissimo title was turned into a Joint Conference, the National Assembly to select seven Administrative Directors to manage the Governmental affairs of the South-western Provinces. Unworthy as I am, I occupied one of the seats in the Government. When I took up the office I hoped to work energetically and heartily in common with the other Administrative Directors, so as to attain our original object. I was quite disappointed that I could not do anything to improve the situation in consequence of lack of virtue and ability on my part. The militarists worked for their own selfishness, and the Military Government was a mere figurehead. How sorry I feel when I think of the situation. How could I put up with them so as to let them make a fool of me? That is, why I temporarily left Canton on the 29th March last. I am afraid that rumour may not convey the true reasons why I left, therefore I give them as below:—

1.—A Republican Government considers public opinion to be of primary importance, and the National Assembly represents public opinion. Therefore to protect the National Assembly is to protect law and to destroy the National Assembly is to violate law. Two years have elapsed since the Members of Parliament came down to the South and convened Parliament in Canton. Last winter, they continued to complete the Constitution. But, owing to difference of opinion, they failed at the very last moment. It was the duty of high officials in the South-western Provinces to support with all their might the National Assembly in order to finish its great task. But the local Government misappropriated the expenses of the National Assembly for military purposes, and the National Assembly was in fact dissolved without any outward appearance. The spirits of protecting the Constitution thus fell to the ground and I was obliged to go away.

2.—According to the Constitution of the Military Government, important affairs are to be decided by the Governmental Conference, the same to be held by seven administrative directors. The Chairman of the Administrative Directors is only one of the seven Administrative Directors. He has no more power than the other Directors. Mr. Chum Chun-hsuen is a well-known man in China. I have respected him for a long time, and we recommended him to be the Chairman, hoping that he might get all men of ability together and undertake to do the difficult task. It is very strange that he has been cheated by others and has thus lost his power. All that he did during the past few years was not in accordance with the wishes of a majority of the Administrative Directors, but was in pursuance of the desires of his immediate followers. The recent circumstances will prove the above statement. The five Peace Proposals made by Chum Chun-hsuen with several northern tuchuns are that the militarists are to be sustained, the National Assembly is to be sacrificed and diplomacy to be disregarded. This is directly against our wishes of maintaining the Constitution and helping the country. I heard nothing about them in the first instance. I was told so after everything had been settled by messengers and telegrams. In Chum's eyes there is neither National Assembly nor Military Government and I had to go.

3. I was recommended by all to be the Minister of Finance in addition to the post of Minister

AVIATION NOTES.

[BY "METEORITE"]

So a move has at last been undertaken in the scheme of the formation of an Aero Club for Hongkong. This is highly satisfactory in view of the fact that Hongkong will shortly be made the centre of aerial communications to the North and Manila, and the terminus of the proposed trans-Pacific flight from San Francisco.

A meeting has been called of the members and the public to take place next Tuesday at the Chamber of Commerce rooms, at which the scheme of an Aero Club, proposed during the recent visit of the Aerial Derby Committee, will be brought forward for discussion. It is hoped that returned aviators of whom there is quite a number to my knowledge, will make it a point to attend to offer their valuable suggestions in relation to the formation of the Club and its future activities.

In the organization of the Club, all forces which help to sustain it on a sure foundation of well-defined activities should be enlisted. As yet, there has been no clear definition in respect of the direction in which the Club's activities will lie. While, for the present, aviation may not be undertaken by the members to a practical extent, their efforts may well be directed towards its promotion by the provision of such facilities as instruction in aeronautics and the establishment of an aerodrome. In regard to the first requirement, there should be no anxiety if the many experienced flying men who are amongst us are agreeable to impart to the Club the benefit of their knowledge. This will prove to be extremely valuable when the commercial possibilities of the plane have demonstrated themselves to the business men of the Colony.

The question of a landing place has been commented upon in my previous Notes as being necessary. One that should first receive the attention of the proposed Club, and in this connection the Government will have to be approached for the concession of the required area in view of the encouragement given at home to aviation in the form of a Committee. This body according to advice just received will shortly make a recommendation in the course of its report for subsidies to British Commercial Aviation Companies.

for Foreign Affairs. The receipts and expenditure of the Government should be under my control. But the public money was more than half spent for no purpose, and particulars of accounts could not be given; for instance the receipts from the sale of enemies' property amounted to several hundred thousand dollars. This money was seized by selfish persons. Though more than a year has elapsed, no report of the receipts and expenditure of this account has yet been rendered. For sending the Yunnan troops to the border of the Hunan Province Chum at first asked for \$60,000 then he wanted \$150,000 and I have paid him \$80,000. But he only paid the Yunnan troops \$10,000 or so, and the rest of the money was partly given by him to the Kwang-si troops in his own name and partly detained by unruly generals.

I don't know how the money was spent. As I could not stop this meaningless expenditure it was better for me to depart.

4. The Yunnan troops have been in Canton for many years. They have fought many battles. The officers have long been appointed or dismissed by General Tang Chi-yao. Recently General Tang dismissed Commander Li Kun-yuan. He exercised his power, nobody could reproach him. But Li Kun-yuan set up arms against his order. The whole province has been greatly upset and the people have been caused to suffer. I regretted that there was no discipline in the army and my native country had to sustain the loss. I could not help leaving Canton.

5. The Military Government used to be the highest governmental organisation of the eight South-western Provinces. It was formed by these Provinces and all their armies. Its sole object was to protect the Constitution and save the country. Now two or three selfish persons have

It may interest the organisers of the Club to know that there is a proposal to form an International Aviation Club in Canton. This is the outcome of a visit paid to Canton last week by three aviators of the Macao Aerial Transport Company. In the course of an entertainment given them by the Canton Aviation Corps discussion touched upon the formation of an International Club which will come into active existence when the City is brought within the operations of the Macao Aerial Transport Service.

The visit of these aviators to Canton has for its principal object the securing of a stretch of water for the landing of the Company's machines doing the Macao-Canton service. The machines that recently arrived from America are being refitted, and on the commencement of the service, three of them will be allotted for the run, to Hongkong and Canton.

Within the next week or so the Macao-Hongkong aerial service will come into being and the question is being asked as to how much the probable fare will come to. The fare, for a single passenger will be \$20, with an appreciable reduction on this amount for organised parties.

Mr. Ricou left last week for Peking where he will enter into negotiations with the Government for the establishment of the Hongkong-Shanghai route. He has secured a contract from the Macao Government for the carriage of the Colony's mails and will on his return from the North apply to the Postal authorities here for a similar concession. The Postmaster General, Mr. S.B.C. Ross, is understood to have no objection to the carriage of the Colony's mails by aeroplane though he does not think that the Company can make much from this as there is an average of only 24 letters daily posted to Macao.

In Canton the Italian Consul has everything ready for the reception of the squadron of Italian flyers doing the long-distance flight from Rome to Tokyo. He has taken over a piece of ground at a place called Shue Ta Fa Wei situated on the southern bank of the river near the old East Gate of the City. Lt. Bianchedi has been there for some time in connection with the preparations and he has received every assistance from the Military Government who have deputed Tom Wing (a brother of the aviator Tom Gunn) and Lai Chung to work with the Officer in the arrangements of a landing place.

usurped the power. Under the disguise of protecting the Constitution, they have worked for their selfish ends. What will the world say about the South-western Provinces? Is it not right for me to quit?

Shortly after my departure from Canton my subordinates were wanted by the selfish persons; my luggage was detained by them; my banking accounts were attached by them. They have now prepared to sue me in the Hongkong Law Courts. They have treated me just as if they would treat a man who has killed their father. Alas! as the great law has not yet been respected and the national disaster has not yet come to an end, so long as I live, my mind shall not be discouraged. Before long I shall proceed to Shanghai to consult with Dr. Sun Yat-sen and Mr. Tang Shou-yi, the two Administrative Directors, the speakers of the Senate and of the Lower House and the Members of Parliament so as to plan for the future and to consult with all the provinces by telegraph. As you are all men of intelligence, how will you advise me? I cabled you the above facts, please bear them in mind.

Again since my departure from Canton the Governmental Conference lacks quorum. According to the Constitution of the Military Government no conference could be thus held. Therefore acts done by the Military Government thereafter shall be void and of no effect. As I am the Minister of Finance, it is my duty to look after the public money and I have therefore brought the Customs Surplus with me. During all my life, I have never misappropriated any public money. All of you know my character—very well. A proper account of the receipts and expenditure passing through my hands shall be given in due course.

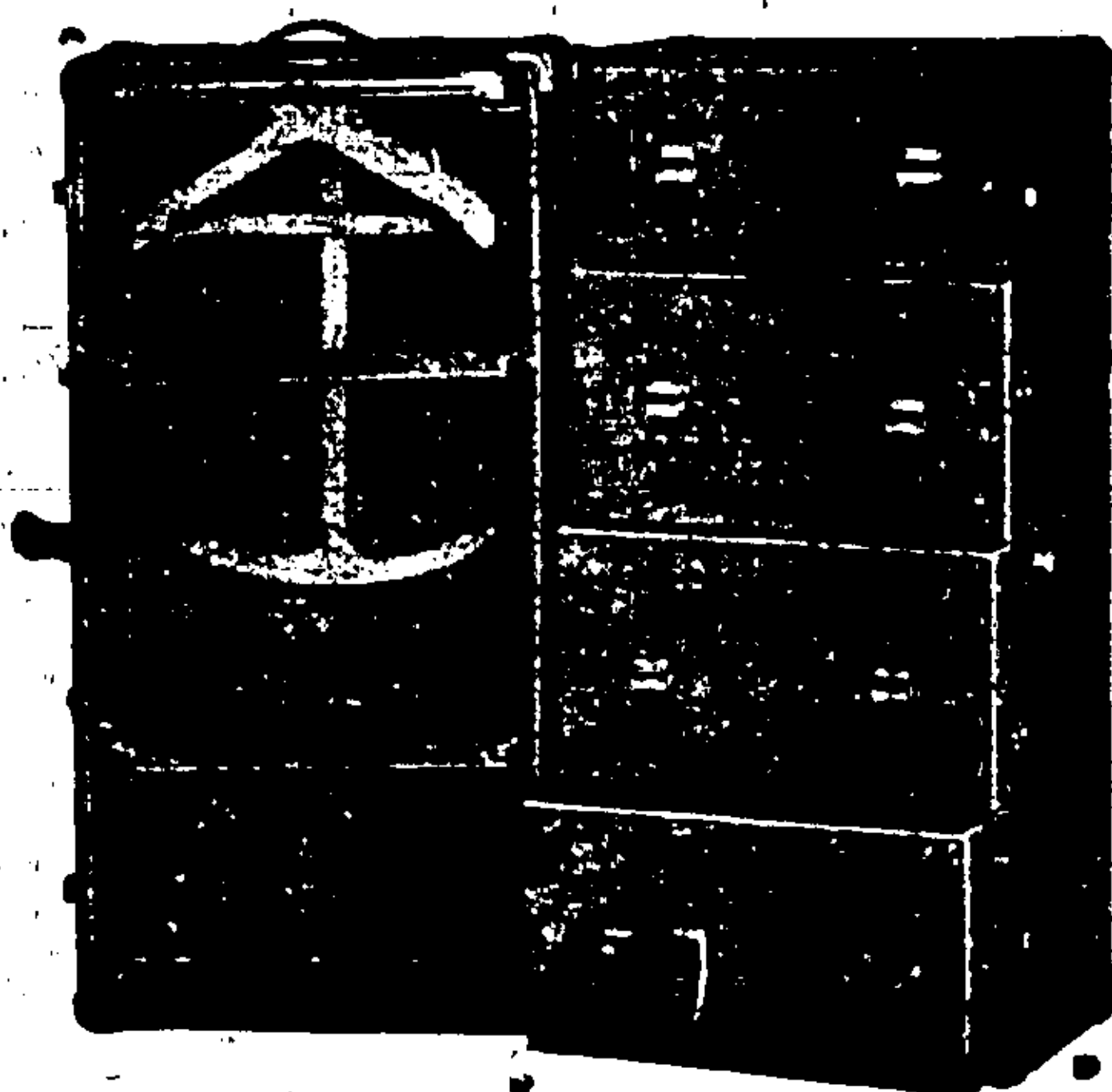
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TO-DAY'S
MISCELLANY.

The suggested debasement of our silver coinage is a reminder that at one time the sovereign was worth exactly a Tower pound of silver; hence the term "pound sterling." That was in the time of William I., but progressive debasements of the sovereign by successive monarchs ultimately so lowered the silver value of the coin that ultimately it required 3.3 sovereigns to purchase a Troy pound of silver, and the difference between a Tower pound and a Troy pound is only a fraction of an ounce. Originally, too, 240 silver pennies were the equivalent of a pound, and that explains the "pennyweight," which is the 240th part of a Troy pound. We still keep the terms "pound sterling" and "pennyweight," but the sovereign is no longer worth a pound of silver and the pennyweight has no connection with the weight of a penny.

This year the Royal Astronomical Society's gold medal, the blue ribbon of the professional astronomer, is not to be awarded, and there is much curiosity to know the reason why. The procedure is for the council to select the medallist at their December meeting, confirm the selection at the January meeting, and present the medal at the February meeting. On one previous occasion when the award was not made it was explained that the January meeting had failed to confirm the choice made at the previous meeting; but beyond the bare statement that no award will be made this year nothing has been said to the reason. Professor Einstein's theory of gravitation would appear to point to him as having worthily earned the honour, and it may be that just at present a majority of the council or the R. A. S. are not inclined to send their gold medal to Germany.

The Wine Trade Club has been having a very miserable meeting. They don't want any wines from

TOO MANY
PASSENGERS.

Before Captain Basil Taylor, R.N., this morning at the Marine Court, the master of the Sui Yick was prosecuted for carrying 34 passengers in excess of the number allowed by his licence in Hongkong, on March 31st.

Mr. J. H. Gardiner appeared for the defendant, who pleaded guilty. P.C. Butchers said that on the day in question he stopped defendant's ship just inside Potomac, outward bound. He boarded her and counted the passengers. There were 241 on the lower deck, but he did not count the passengers on the upper deck. She was licensed to carry on the lower deck 137 and cabin 12; as well as upper deck 23, and crew 44. The total was 235.

Mr. Gardiner pleaded that the default was not wilful. The owner's representatives only received payment for passages for 191 passengers. The rest must have been stowaways. The defendant was fined \$200.

Germany, but they don't think we can do without German wines—a cruel situation, which more consistent souls may find difficult to appreciate. Their trade organ rises to heights which must make a teetotaler dizzy in saying: "There are some German wines the place of which can never be taken by anything on earth. Any of us, who remember the hallowed moment when first they tasted Stenberg Cabinet 1893, or Graacher Himmelreich Auslese (that golden glory," specially selected for the Kingdom of Heaven") of the same vintage, cannot but regret, with a sense of eternal loss, a mandate, which forbids the renewal of such a memory, even after many years." But even a Prohibitionist can understand what Major Ian Campbell means when he says the British soldier on the Rhine has learnt to take Rhine wines, and means to have them—and trade understands too.

LOCAL ELECTIONS.

MAKE VOTING MORE
ATTRACTIVE.

We have received the following for publication—

Sir,—With reference to your leaderette of last night in which you lament that the Hongkong electorate evinces great reluctance in performing its civic task, I wish to tell you the following true story of an election in which I took part in England in 1911.

I happened to be at Home on leave and I was not in the least interested in the business, but a friend with whom I was staying was deeply interested in one of the parties. On the day of the voting, I was dressed up in coloured ribbons, and placed in charge of one of my friend's motorcars. My task was to catch reluctant voters and induce them to come and vote. I was supplied with lists by the agent. Generally speaking all hands stoutly declined to come and vote, but when I pointed out that they could not possibly be expected to walk on such an auspicious occasion, but that I had a motor car waiting outside, they softened and came along to their fate. My friend had placed some boxes of cigars in the car and these I doled out to my victims in order that they might be in the proper frame of mind when they came to grapple with their civic task.

Towards the end of the day the agent found that four stalwarts had not turned up. I was despatched in my car to a remote slum to try and find them. I succeeded in catching three, but could not find the fourth. I noticed a man standing in front of his door and apparently enjoying a quiet spit, so I asked him if he had voted. He replied somewhat sourly that he had not and that his lot had not sent a car for him. I asked him to come along, got him into the car and doled out the cigars. I had noticed during the day that all my victims were much interested in stories about China, so I told this little lot of four all I knew about alligator fishing in the hinterland of Tai Po and deposited them at the door of the polling booth. The agent came up to me in a great state of excitement and told me that I had brought up a wrong man. I told him not to worry and that all was well. When the four had completed their task I ushered them into the car to take them home and the wrong man whispered to me, "I've voted for your man, my lot hadn't the decency to send a car for me."

I think we can say with some truth, that the man who owns the motor car is the man who rules the poll.

I now have a suggestion to make. Why not make our voting more attractive? The Committee of the Constitutional Reform Association should petition His Excellency the Governor and point out that the electors of Hongkong evince the greatest reluctance in carrying out their civic duties and that in future all elections should be held in the Repulse Bay Hotel.

Cars would be provided by the candidates and light refreshments and stimulants would be provided to counteract the brain fog of finding out how one had to vote.

I believe, Sir, if this were done we should see such a quickening of the civic sense, that at the first election held at the Repulse Bay Hotel there would be not one single absentee.

I enclose my card, and am

Yours etc.
CIVIC SENSE.
Hongkong, April 14, 1920.

CRICKET.

H.K.C.C. v. CRAIGENGOWER.

Following will represent the Club against Craigenower on Saturday next 17th instant on the Club ground at 2.15 p.m.—E. J. R. Mitchell (Capt.) C. Blaker, E. A. Brand, E. W. Day, R. A. Green, P. Jacks, P. G. de Paravicini, A. B. Raworth, P. J. de Rome, H. A. Sawyer and H. H. Taylor.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.
Coronet Theatre—5.15 and 9.15 p.m.

DAIRY FARM NEWS.

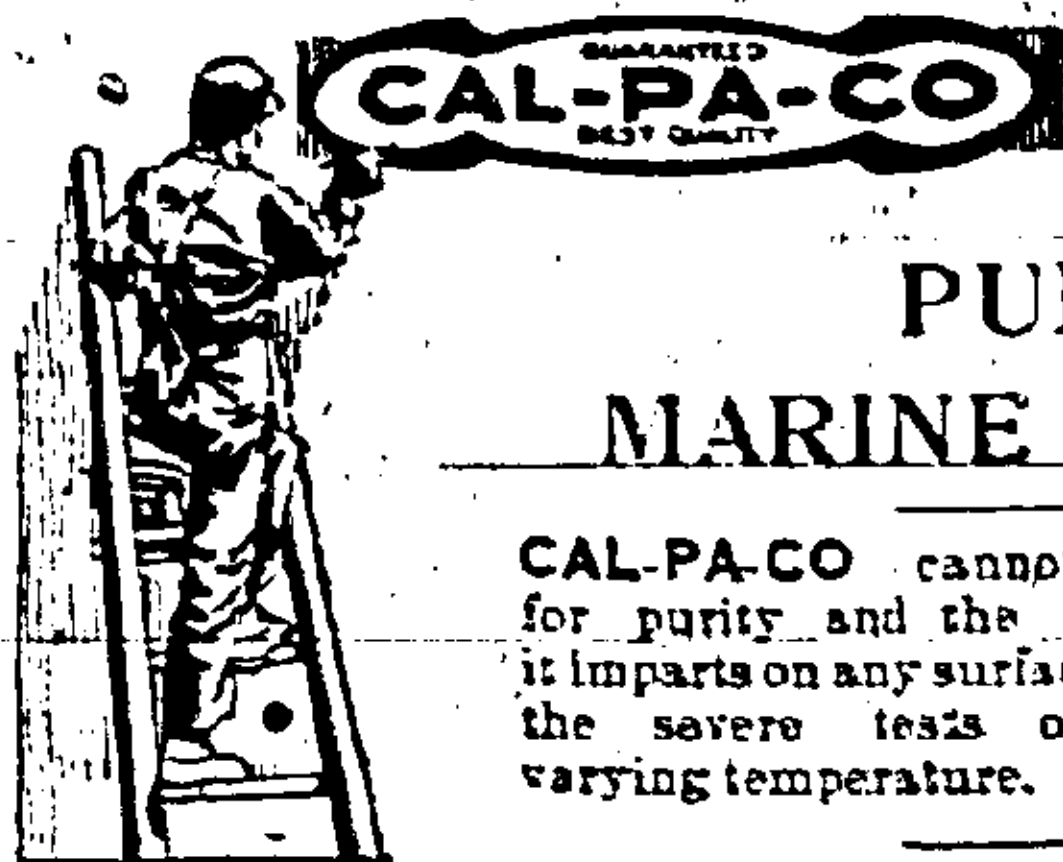
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CHINA SQUADRON.

ARRIVAL OF MORE WAR
CRAFT.

The China Squadron has been further strengthened by the arrival in Hongkong to-day, from Home, of six more submarines of the "L" class as well as two other war craft.

To-day's arrivals are H. M. S. Titania, the oiler Franco and H. M. submarines L. 2, L. 19, L. 8, L. 20, L. 5 and L. 33.

HOW TO DEAL WITH A COLD.

A hot bath at bed-time, followed by a dose of Pinkettes, forms the best treatment for a cold.

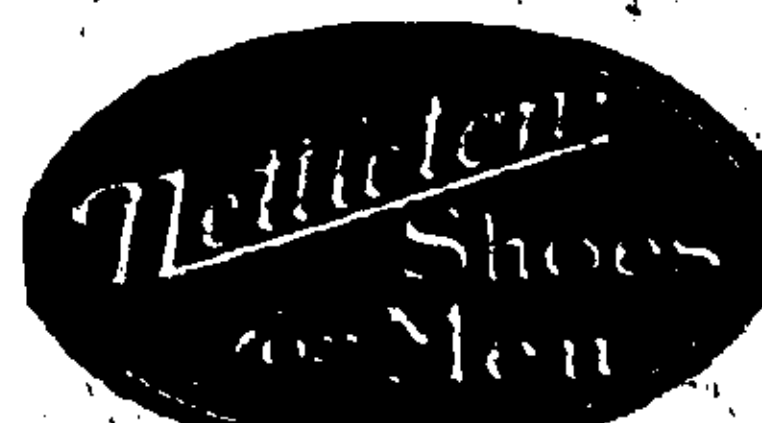
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Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

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"ECUADOR," "VENEZUELA" & "COLOMBIA"
 HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.
 THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
 SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U.S. Shipping Board vessels
 S.S. "WEST NIGER" Tuesday April 16th, for San Francisco, Shanghai, Yokohama and Honolulu.
 S.S. "WEST INSKIP" End of April, for San Francisco via usual ports of call.
 S.S. "WEST KASSON" Late April, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "DOYLESTOWN" Friday April 19th, for Madras, via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.
 S.S. "LAKE FARMINGDALE" Friday April 19th, for Madras via Singapore, Port Swettenham, Penang, Rangoon & Calcutta.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions.

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
PERSIA MARU	9,000	18th April.
KOREA MARU	26,000	2nd May.
YOKO MARU	22,000	27th May.
SIBERIA MARU	24,000	13th June, from Yokohama.
SHIMO MARU	22,000	17th June.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO; SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, ARICA AND IQUIQUE.

HENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES

Steamers.

Tons.

Leave Hongkong.

NITO MARU 17,700 12th July.

Callers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Great Northern Co.
 Passengers may travel by rail between ports of call in Japan free of charge.
 For full information as to rates, sailings, etc., apply to—

Y. TSUTSUMI, Manager.

Telephone Nos. 2374 & 2375.

KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd. May 15th. May 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"BRAVECOEUR" 25th April. "ELKHORN" 22nd Apr.

ALSO

Cosmopolitan Shipping Co. Amalgamated with Green Star Line.

New York. New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE.

"GAELIC PRINCE" VIA PANAMA CANAL 13th April.

"PERSIAN PRINCE" VIA PANAMA CANAL 2nd half May.

Steamers proceed VIA PANAMA OR SUEZ CANAL at Owners option

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
 NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"HAROLD DOLLAR"	APRIL 14TH.
"M. S. DOLLAR"	MAY 5TH.
"BESSIE DOLLAR"	MAY 26TH.
"GRACE DOLLAR"	JULY 15TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR. 792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.	SAILING DATE.
"HICHO"	APRIL 15TH.
"WEST CADRON"	APRIL 17TH.
"WEST HEPBURN"	APRIL 26TH.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG SINGAPORE

SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
 TO AND FROM
 THE ABOVE NAMED PORTS
 NEXT SAILING

U. S. S. B. "CADARETTA"

Sailing on 25th April.

Operated on behalf of U. S. S. B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 732 RAY E. GUNN Gen. P. O. Bldg.

795 Manager.

SAILING DATES.

EUROPE, U.S.A. ETC.

Genoa M.	N. Y. K.	Apr. 14
Harold D.	R. D. Co.	Apr. 14
Eldridge	A. L.	Apr. 14
Burma M.	O. S. K.	Apr. 16
Dilwara	P. & O.	Apr. 16
Doylstown	P. M. Co.	Apr. 16
Khiva	P. & O.	Apr. 17
West Wind	A. L.	Apr. 17
West Cadron	R. D. Co.	Apr. 17
West Ivan	F. W. Co.	Apr. 19
Yokohama M.	N. Y. K.	Apr. 19
Madras	P. & O.	Apr. 19
West Niger	P. M. Co.	Apr. 20
Elkhorn	S. & D.	Apr. 22
Coastal	A. L.	Apr. 23
Edmore	A. L.	Apr. 25
Samarang M.	D. & Co.	Apr. 25
Tsuyama M.	N. Y. K.	Apr. 27
Dryden	A. L.	Apr. 29
St. Albans	P. & O.	Apr. 30
Tampa M.	N. Y. K.	Apr. 30
Edmore	A. L.	Apr. 30
Tsuyama M.	N. Y. K.	E. Apr.
West Inskip	P. M. Co.	E. Apr.
Siam M.	O. S. K.	E. Apr.
West Jappa	F. W. Co.	May 1
Wakasa M.	N. Y. K.	May 1
Suwa M.	O. S. K.	May 2
Toyoohashi M.	N. Y. K.	May 2
Kurejiri M.	O. S. K.	May 2
Korea M.	T. K. K.	May 3
Havana M.	O. S. K.	May 4
C. of Colombo	B. L.	May 5
E. of Russia	C. P. O. S.	May 6
West Hartland	A. L.	May 10
Eurymachus	B. L.	May 12
Nile	C. M. Co.	May 15
Waban	A. L.	May 15
Radnor	A. L.	May 15
Toyoooka M.	N. Y. K.	May 15
Sanuki M.	N. Y. K.	May 15
Persian P.	S. T. Co.	2nd half May
China	C. M. Co.	May 19
M. S. Dollar	R. D. Co.	May 19

JAPAN, COAST PORTS, ETC.

St. Albans	P. & O.	Apr. 14
Taming	B. & S.	Apr. 14
Toyoooka M.	N. Y. K.	Apr. 14
Sinkiang	B. & S.	Apr. 15
Huangsang	J. M. Co.	Apr. 15
Tacoma M.	O. S. K.	Apr. 15
Gangee M.	O. S. K.	Apr. 16
Madras	P. & O.	Apr. 16
Loongsang	J. M. Co.	Apr. 16
Tibodas	J. C. J. L.	Apr. 16
Sado M.	N. Y. K.	Apr. 16
Aki M.	N. Y. K.	Apr. 17
Chenan	B. & S.	Apr. 17
Haibong	D. L. Co.	Apr. 17
Yunnan	B. & S.	Apr. 17
Yoonan	B. & S.	Apr. 17
Fooksang	J. M. Co.	Apr. 17
Kaipo M.	O. S. K.	Apr. 18
Takung	J. M. Co.	Apr. 18
Yalshing	J. M. Co.	Apr. 18
Chipsing	J. M. Co.	Apr. 18
Rangoon M.	N. Y. K.	Apr. 19
Persia M.	N. Y. K.	Apr. 19
Luchow	B. & S.	Apr. 20
Suiyang	B. & S.	Apr. 20
Tipsalak	J. C. J. L.	Apr. 20
Haiching	D. L. Co.	Apr. 20
Chunsang	J. M. Co.	Apr. 20
Muttra	P. & O.	Apr. 21
Haichow	B. & S.	Apr. 21
Kwaisang	J. M. Co.	Apr. 21
Soshu M.	O. S. K.	Apr. 22
Kimi M.	N. Y. K.	Apr. 22
Moriata	D. L. Co.	Apr. 23
Novara	P. & O.	Apr. 23
Tippanas	J. C. J. L.	Apr. 23
Tilatjap	J. C. J. L.	Apr. 26
Hinsang	J. M. Co.	Apr. 27
Kumsang	J. M. Co.	Apr. 27
Bengkalis	J. C. J. L.	Apr. 28
Nikko	N. Y. K.	Apr. 30
Tenshin M.	N. Y. K.	May 3

THE ADMIRAL LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ELDRIDGE" About Apr. 14 "ICOMIUM" About May 25

"EDMORE" Apr. 30 "CROSSKEYS" June 2

"WEST HARTLAND" May 19

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"COAST" About Apr. 14 15th.

"WABAN" May 15th.

"MONTAGUE" June 1st.

"ABERCOA" June 3rd.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WEST WIND"

ABOUT APRIL 17TH.

Via PANAMA.

S.S. "DRYDEN"

APRIL 29TH.

Via PANAMA.

S.S. "RADNOR"

MAY 15TH.

Via PANAMA.

For freight space and particulars apply to—

THE ADMIRAL LINE

Telephones

2477 & 2478

AGENTS.

5th floor

Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing for Los Angeles About

S.S. WEST HIKI April 15 S.S. WEST HIKI April 17

S.S. VINITA May 15 S.S. VINITA May 17

S.S. WEST NIVARIA June 15 S.S. WEST NIVARIA June 17

S.S. WEST MONTOP July 15 S.S. WEST MONTOP July 17

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND PORTS. No transshipment en route.

Shipside connection With the Saltlake, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CALIF. Prince's Building, Chater Road,

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHARDSON,

MANILA, SINGAPORE. General Agent for Southern Lines.



S.S. "WAR-BOMBER," 8,240 tons D.W., 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA KHIVA	5,400	16th Apr.	S'pore, Colombo & B'bay.
	9,000	17 Apr. noon	M'les, L'bon & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

MADRAS	7,000	19th April.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS EASTERN	4,500	30th Apr.	Sandakan, Thursday Is.
	4,000	19th May.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	14 Apr. noon	Moji & Kobe.
MUTTRA	4,700	21st Apr.	Shanghai & Kobe.
NOVARA	7,000	25th Apr.	Shanghai & Japan ports.

WITHOUT ON ALL STEAMERS.

Parcels Mustering not more than 31 1/2 X 1 1/2 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

ST. ALBANS Sunday, 2nd May, at 11 a.m.**TOYOHASHI MARU** (Calling Manila) Wed. 5th May, at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez Port Said & Marseilles.**YOKOHAMA MARU** Sunday, 25th Apr. at noon.**TAMBA MARU** Friday, 30th Apr. at noon.**HAMBURG, LONDON & ANTWERP** via Singapore, Colombo, Suez and Port Said.**TOYOOKA MARU** Middle of May.**TSUSHIMA MARU** Middle of June.**LIVERPOOL & MARSEILLES** via S'pore, Cebu, Suez & Port Said.**WAKASA MARU** (Calling Genoa) Beginning of May.**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**NIKKO MARU** Friday, 30th Apr. at 11 a.m.**AKI MARU** Wednesday, 19th May, at 11 a.m.**NEW YORK & HAVANA** via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.**GENOA MARU** Wednesday, 14th April, at 4 p.m.**TSUYAMA MARU** Tuesday, 25th April.**SOUTH AMERICAN PORTS** via Cape.**BOMBAY & COLOMBO** via Singapore.**KIMI MARU** Thursday, 22nd April.**TENSHI MARU** Monday, 3rd May.**ALCUTTA & RANGOON** via Singapore & Penang.**RANGOON MARU** Monday, 19th April.**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.**AKI MARU** Friday, 16th April, at 11 a.m.**SHANGHAI, KOBE & YOKOHAMA****TOYOOKA MARU** Wednesday, 14th April.**SADO MARU** Friday, 16th April, at 11 a.m.For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will start on or about	To
Tjibodas	Shanghai	in port	16th Apr.	Java.
Tjilak	Java	in port	20th Apr.	Japan.
Tjipanas	Java	in port	25th Apr.	Saigon.
Tjikini	Macassar	17th Apr.	26th Apr.	Java.
Bengkalis	Japan	25th Apr.	28th Apr.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canada Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.**HAVANA MARU** Tuesday, 4th May.**HAVRE MARU** Tuesday, 8th June.**GENOA & BOMBAY**—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.**BUENOS AIRES**—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.**PANAMA MARU** Tuesday, 15th June.**SEATTLE MARU** Middle of July.**BOMBAY & COLOMBO**—Regular fortnightly service via S'pore.**BURMA MARU** Friday, 16th April.**SIAM MARU** End of April.**SYDNEY & MELBOURNE**—Monthly service taking cargo to New Zealand and Pacific Islands.**KENAJIRI MARU** Monday, 17th May.**SAIGON, BANCK & SINGAPORE**—Regular Monthly Service.**SHISEI MARU** Sunday, 3rd May.**VICTORIA & VANCOUVER**—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.**AFRICA MARU** (Call Shanghai) Saturday, 22nd May.**CHICAGO MARU** Saturday, 3rd June.**KEELUNG via SWATOW & AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.**KAIYO MARU** Sunday, 18th April.**TAKAO via SWATOW & AMOY** Thursday, 22nd April.**SOSHU MARU** Thursday, 22nd April.**JAPAN PORTS**—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	19th May.	24th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.**(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)****JAPAN, CHINA & STRAITS****UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON & ROTTERDAM	"KAZEMBE"	20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

via PANAMA CANAL.

"BOLTON CASTLE"

Sailing Beginning of May.

LYDD TRIESTINO.**BRINDISI, VENICE & TRIESTE.**

via SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK"

Sailing on or about 27th April.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.**S.S. "SAMARANG MARU"**

Sailing on or about 25th April.

OCEAN TRANSPORT CO., LTD.

(NANYO KAISEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Hanghsang	Tues., 15th Apr. at d'light.
MANILA	Loongsang	Fri., 16th Apr. at 3 p.m.
STRAITS & Calcutta	Fooksang	Sat., 17th Apr. at 3 p.m.
TIENTSIN	Chipsang	Sun., 18th Apr. at d'light.
KORE	Yaisang	Sun., 18th Apr. at d'light.
HAIPHONG via Hoihow	Taisang	Sun., 18th Apr. at 8 a.m.
SHANGHAI	Fooksang	Wed., 21st Apr. at d'light.
STRAITS & Calcutta	Kwaisang	Thur., 22nd Apr. at 3 p.m.
SANDAKAN	Hinsang	Tues., 27th Apr. at noon.

ALCUTTA LINE—This line now affords regular sailings to Calcutta, Penang and Singapore alternating from Calcutta steamer proceed via Straits and Hongkong to Japan, or vice versa.

All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every two days between Canton and Shanghai, via Hongkong, with transshipment at Canton and Shanghai.**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.**HAIPHONG LINE**—Sailings approximately weekly, at passengers and cargo, sailing at Haiphong via Hoihow and Canton.**BOERNE LINE**—One sailing per month between Hongkong and Sandakan by a steamer having a full complement of passengers.

Cargo taken on through Bills of Lading for Cebu, Iloilo, Zamboanga, Tientsin and Lohai, via Hongkong.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin sailing at Wednesday and Friday.**CALCUTTA LINE.**

S.S. "FOOKSANG" & "KWAISANG" will be despatched on or about 17th & 22nd April, respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sinkiang	15th Apr. at noon.
SHANGHAI WEIHAWEI	Yunnan	17th Apr. at d'light.
AND NEUCHANG	Chenan	17th Apr. at 4 p.m.
SHANGHAI & TSINGTAO	Luchow	20th Apr. at 10 a.m.
SWATOW & BANGKOK	Kailong	20th Apr. at 10 a.m.
HAIPHONG	Suiyang	20th Apr. at 4 p.m.
AMOY, SHAI & PUKOW	Muchow	22nd Apr. at noon.
TIENTSIN	Sunung	22nd Apr. at noon.
SHANGHAI		22nd Apr. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tientsin weekly, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai and the inconvenience of transshipment at Wanchow.**BANGKOK LINE**—Weekly service to and from Bangkok & S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong April 14, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Passmore	SAT., 17th Apr. at 3 p.m.
Haiching	A. H. Stewart	TUES., 20th Apr. at 1 p.m.
Mo Jada	Ed. Walker	FRI., 23rd Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blakes Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"CITY OF COLOMBO" via Suez 5th May.**"EUBYMACHUS"** via Panama 12th May.

* Calling at Boston.

Steamers proceed via Suez Canal or Panama Canal as Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.**

SHIPPING.

VESSELS ARRIVED.

From Keelung the M. R. K. HIRADO MARU, brought yesterday 1,870 tons of coal.—Mooring, B 32.

Coal was also delivered here yesterday by the FUKURI MARU, (4,950 tons) and the O. S. K. TEIKAI MARU, (1,490 tons) from Keelung.—Mooring, C 33 & B 31 respectively.

Salt to the extent of 500 tons was consigned here by the Chinese vessel HOK CANTON, from Haikow.

From Wuhu the Norwegian vessel DRUPAR, brought this morning 2,050 tons of rice for Canton. Her agents are Messrs. Thoresen & Co. She reports strong north-east gale and foggy weather.—Mooring, C 13.

The U. S. Shipping Board's Eldridge, consigned to the Admiral Line, brought from Manila 333 tons of through and 108 tons of direct cargo.—Mooring, A 6.

Another U. S. Shipping Board vessel, the WEST HIKAN, consigned here this morning from Los Angeles 2,27 tons of oil.

The s.s. NINGPO, from Wuhu brought 2,331 tons of rice this morning.—Mooring, C 20.

The HONG HWA, arrived yesterday from Rangoon via Singapore with 1,700 tons of general merchandise for Hongkong. She had 1,333 Chinese coolies on board.—Mooring, A 25.

The LOONGSANG, came in yesterday from Manila with 1,541 tons of general merchandise.—Mooring, C 35.

The s.s. ST. ALBANS, now under the agency of Messrs. McKinnon, McKenzie & Co., from Melbourne yesterday brought 611 tons of cargo for Hongkong. There were 51 saloon, 33 second-class and 295 Chinese deck passengers on board.—Mooring, A 3.

From Saigon the LINAN, delivered 2,100 tons of rice.—Mooring, C 42.

From Wuhu there came 2,000 tons of rice for Canton by the Russian Volunteer Fleet's ERWAN.—Mooring, C 18.

The Norwegian boat DIVA, brought a full cargo of rice from Saigon.—Mooring, C 15.

The TOYOOKA MAKU, an N. Y. K. vessel, came into port yesterday from Liverpool with 8,884 tons of general cargo for through destinations and 648 tons for Hongkong. She had no mail on board.—Mooring, Kowloon Wharf.

From New York the N. Y. K.'s YEBOSHI MARU, brought 4,861 tons for Japan and 5,925 tons for Hongkong.—Mooring, Kowloon Wharf.

Tin plates, herring and general merchandise to the extent of 843 tons were delivered here by the T. K. K. vessel PERIA MARU, from San Francisco via Nagasaki.—Mooring, A 23.

The Blue Funnel TELEMA-CHI, delivered here yesterday 650 tons for Hongkong and 7,263 tons for the North. She came from Liverpool.—Mooring, Holt's Wharf.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 29th March and is expected here on the 26th April.

The P. M. s.s. COLOMBIA left Shanghai April 6th, for Manila and may be expected here on or about Friday April 16th.

The R. M. S. EMPRESS OF RUSSIA from Hongkong on the 11th March, arrived at Vancouver on the 23rd March.



HER PAGE



ATTRACTIVE TEA GOWN.



Magnificent green crepe de Chine, embellished in dull gold and silver metallic thread and beads, is the material used in this attractive tea gown.

Designs of the Moment.

Among the most recent Paris fashions is that of the magnificent tea gown, gold and silver brocades (into which are woven colours that are seen only in Oriental stuffs) now being popular in place of the former gown of simplicity. The new tea gown is not in the least like the old. It is a garment that could be slipped on easily—a loose, graceful, but comfortable thing. Now it is most gorgeous and complicated. The foundation is a combination full to the knee and close fitting as a gaiter down the leg and over the instep bone. It is made either in gold or silver tissue, or in sequined or embroidered net. A turban crowns the head, jewelled tangles and bracelets hang on the arms, and the whole thing is as magnificent and remarkable as the dresses of the Russian dancers or the picture of a Persian grandee. As a proof of what the dressmaking art can do, these Oriental costumes are to be admired, but as models for tea gowns for modern women they are somewhat exaggerated. The same gold and silver tissues, woven with colours, are used for evening coats, and although they are rather gaudy, they are not impractical, and are beautiful. The material is light, they are straight and simple in cut, with long loose sleeves, and they are most effective. Silver shot with purple and lined, with the same shade, gold shot with peacock blue, worn over a black taffetas dance dress embroidered in brilliant flower of peacock shades.

Splendour for evening dresses is still the rule, and most women will want a brocade gown for ceremonial occasions, but for simple wear there will be a wide choice in voiles, taffetas, velvet, and cachemire.

All dresses, except tailor-mades, will be draped, but hip-drapes, contrary to the fashion of last year, are tight and flat. The swathed waist, the clinging tunic blouse, the draped skirt. Silk and wool are the materials of choice.

be used for simple afternoon dresses with flat draperies, and the fashion of one skirt with several long blouses varying in the degree of elegance is one which must appeal to a practical woman. Short sleeves will be the fashion, but long sleeves will never be out of fashion, and it is probable that the same rule will apply to necks. High neck or low neck, if well carried out, will be permissible for morning and afternoon wear. The long oval décolleté with a guimpe of metal tissue, ribbon, embroidery, or lace is the favourite of the moment, and as it is becoming to most women, and easy to adjust in varying degrees of décolleté, it will probably remain in favour for some time. It is improved by a small roll-back collar, either in the same material as the dress or in silk, velvet, or lingerie.

HAIRDRESSING AND MILLINERY.

Hairstyling and millinery are still waiting on the final decisions of the dressmakers. The hat must go with the dress, and the hair must be dressed to suit the hat. It is said that there will be a greater rage than ever for parade plumes, but they are too expensive for most women, apart from the scruples many have about wearing them. Simple hats are sure to be in fashion for everyday wear, and they are almost certain to be soft and pliable, for in millinery, as in dressmaking, hard lines are not in favour. The hat with the wide line across the brow, rolled back from the forehead, is almost a thing of the past, and the marquis has nearly had its day, although it is a little shape that never quite goes out of favour. The draped toque and the big-brimmed hat are always in fashion, and the leghorn will certainly be worn in the summer. Coloured millinery has been coming in for some time and is likely to be in high favour. Flowered toques, flower-wreathed straws, we may see again, for dressmakers wish to encourage home industries.

EFFECTIVE HAIRDRESSING.

THE LATEST THING IN HEADDRESSES.

When one comes to consider the interesting question of evening coiffures, and that of head-dresses, which is so closely allied with it, there is scope for extraordinary originality just at present. At dances and the theatre, not to mention all the other social functions, one can see more varieties of coiffure than it would seem possible to conceive. Exaggeration, however, is missing. Rarely does one see anything that is not in good taste.

Many of the most effective coiffures are the simplest. The hair may be worn close to the head and bound with a circle of brilliants or pearls. Sometimes, a wreath of tiny leaves or flowers, or perhaps a narrow band of sequins or a twist of tulle, is chosen. Any of these last have the additional attraction of being inexpensive for the girl who likes to ring the changes, especially if she happens to go to a good many dances. A feather brush standing away from the hair at a smart angle is often seen, but this idea has distinct disadvantages.

Then there is the style in which a bandeau completely covers the forehead. One of the most successful head-dresses of this kind, at a recent dance, was worn by a very dark woman. She had chosen emerald green tulle for the bandeau, and from over each ear a little wired antenna rose, kept in place by an emerald-coloured stone. In striking contrast to this, a girl with a mop of short golden curls had chosen a bandeau of gold tissue, with a few sparkling stones sewn to it at intervals. Either of these bandeaux could have been made inexpensively at home.

The woman whose hair waves loosely, will find that a bandeau of coloured stones worn low over the forehead with a somewhat larger stone in the centre is enormously becoming, whilst she who wears her hair in a loose knot at the back of the head will find it both original and effective to wear a garland of flowers round the knot, instead of across the forehead.

Feathers are much in vogue with fashionable folk, but are not so easy to manage, as a fraction of an inch in the wrong direction makes just the difference. One of the most daring essays with feathers was worn by a woman who had chosen two long, slender ones, wired them with the finest possible wire, and manipulated them to coil one round her forehead and the other under her chin, the ends crossing over one ear and waving gently in the air.

Juliet caps never lose their devotees, and for the girl who has little time to spare for dance preparations they certainly save a lot of time and money.

For the daytime, and especially if one happens to be of the army of workers, elaborate styles are to be avoided; indeed, they are in decidedly bad taste. Nothing looks more absurd in an office than an overdressed head of hair, often, alas! ornamented with jewelled combs or a bandeau of ribbon. It is a mistake that is not so common as it was a few years ago, but it still exists. Any idea of an elaborate nature can very well keep for evening wear. At the moment straight fringes are not particularly fashionable, but the girl who knows they suit her should make use of the knowledge, if only for the youthful charm a fringe will always impart to the right type of face. If the hair is parted in the centre, a fringe relieves the face of any harshness or severity which often accompanies the centre parting.

SPRING SCALLOPS.

The scalloped hem is likely to be a popular feature of spring and summer lingerie frocks. Recently seen were several in readiness for the South of France. The scallops were quite large, and were mostly embroidered to match the material, though a few showed striking contrasts in the colour schemes.

DARING FASHIONS IN LACE.

BEAUTIFUL BUT INDISCREET.

At a dress parade recently at a modiste's salon in the neighbourhood of Bond Street (says the *Daily Mail*) consternation was expressed by some on-lookers who had come to see the Paris development of the lace frock.

It was conjectured that these lace dresses would be in accordance with the decorous refinement of the new era of fashion. Alas! This was far from the case.

Although of rusesamer fragility the lovely lace skirt was not substantiated by anything more solid than vaporous tulle, which did but veil beneath its flimsiness a pair of dainty satin knee breeches, and in drifts and wisps are used as an apology for draperies, which do not attempt, however, to meet the sash band that supports the skirt.

It all looked very beautiful, but indiscreet.

As a contrast to these indiscretions the Tanagra toilette was shown. It is a cocoon-like sheath, arranged in classically statuesque folds round the figure, and very modestly it falls almost to the floor, with one escaping end forming a train.

Women are so hard to please that this epitome of ancient decorum was passed over coldly. It was called dowdy, and with that sad word dismissed.

DAINTY AFTERNOON FROCK.



The skirt of the frock sketched above is of fine silver lace over a chiffon slip while a chiffon tunic falls over it in four points. The bodice is just a little round affair of cream satin, fitted over a ribbon bodice, with tight shoulder straps and a circular neck, and then, at either side, a satin square-cut tab falling from beneath the belt of silver ribbon.

Without rosebuds, weighty bows and other baubles, the lace flounce and finish the sleeves while a bit of embroidery in tarnished silver on the sides of the tabs gives the finishing note to the costume.

A FEW BRIDAL BOUQUETS.

One of the most exclusive shops in the West-End is displaying a substitute for the ordinary bridal bouquet. It consists of a big bunch of curled ostrich feathers, out of which rises a fountain of unsoured feathers.

BEAUTIES OF ALL NATIONS:

VII: JAPANESE AND CHINESE TYPES.



The Mongolian type of beauty has been wholly unappreciated by the inhabitants of the western hemisphere until quite recently. Madame Taka Miura is a real Japanese beauty, her charming gentle face having an appeal all its own. The chief physical characteristics of the Japanese woman of today is an accentuated flatness of the forehead, a small, but well-formed nose with slightly raised nostrils, well-shaped ears, black eyes, slightly below the average in size and slightly less slanted than the eyes of the Chinese. Countess Hoey Stoker, wearing the conventional European evening dress is typical of her Chinese sisters only in the moulding of her features. The face of the modern Chinese beauty is broad, rather than oval, with high cheek bones, small, rather flattened noses and tiny, prettily-shaped mouths.

THE RAFFIA CRAZE.

NEW EFFECTIVE TRIMMING.

At the moment there is a tremendous vogue for raffia for decorative purposes in all kinds of garments. It is usually dyed in bright colours, and being so very easy to manipulate can be worked into the most intricate designs without the least trouble. It has been seen as a trimming to a blue serge dress and again as a vivid border to a dark jumper. In the latter case the design was quite solid, but as the raffia is so light no undue weight was added to the jumper, which was itself of heavy weight crepe-de-chine. Sparingly used on children's frocks, it is very effective also.

Hat bands made entirely of raffia are very much in evidence, but ribbon ones lavishly ornamented with the straw are also popular. A pretty use to which it was put was the fashioning of a child's poke bonnet. A light shape was first covered with dark green raffia, with the exception of a border round the crown and the edge of the poke brim. This space was then filled with a brightly coloured block design, still in raffia, in which the most delightful little rosebuds figured. A raffia chin strap completed the affair. The finished bonnet was as light as possible, and just the right thing for spring or early summer wear.

An original idea for making use of this accommodating material for household decoration is to adorn one or two of your cushions with it, for it has the advantage of standing quite a lot of hard wear. One ambitious woman actually embroidered her easement curtains with raffia. Of course, they were dark curtains, and the splash of vivid colour given by the design brightened the room wonderfully. Even photo frames, so long as they are made of material to which the raffia can be attached, can be decorated in this way.

JOTTINGS.

THE RIBBON JUMPER.

One of the prettiest jumpers for afternoon wear was made entirely of baby ribbon crocheted in a very charming colour scheme of rose and edged with gold and silver thread. With it was carried a bag of woven ribbons finished with a wreath of tiny silk rosebuds and leaves. The price would probably leave the average woman gasping.

ARM BEAUTY.

Are you adding arm exercises to your daily complexion massage and morning dumb bells? If not, you will have to abandon the no-sleeve evening dress, for everyone is becoming a connoisseur in arms, their shape, and colour. The leading beauty specialists are all giving treatments for arms, and claim to alter entirely the colour and contour after quite a few visits.

YOUTHFUL STREAMERS.

Ribbon streamers, in velvet or silk, and wide or narrow, according to fancy, are making their appearance on spring hats. It is an altogether charming fashion, which is admirably suitable for the twenties, or even early thirties. Indeed, up to a certain point it actually lends a more youthful air to the wearer, but after that point streamers should be strenuously avoided, for they have just the very opposite effect.

SPANISH KISS CURLS.

For the evening coiffure of the woman with raven tresses who can wear them coiled high on the back of her head the Spanish comb is the very thing. Unfortunately these combs are expensive, being made of tortoise-shell, finely carved horn, amber or sometimes jet. To get the correct effect kiss curls are worn near the ears, and one or two curls should appear on the nape of the neck. On the whole, this is too difficult a style for the amateur hairdresser to attempt.

DIAMOND CHECKS.

Checks are so popular with the new season's materials that the craze has spread to stockings as well. Nearly every other woman one meets in the West End in the morning is wearing a pair with diamond checks all over them. There is nothing loud, however, about the designs, which are all in quiet colours to tone with the costume they are intended to be worn with.

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12.30 p.m.	6.30 a.m.	12 min.
1.30 p.m.	7.30 a.m.	12 min.
2.30 p.m.	8.30 a.m.	12 min.
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HEAD OFFICE: 11, Old Broad Street, London, E. C. 4.

Capital Authorized £1,000,000
Paid up Capital £1,000,000
Reserve Funds £1,000,000
Dividend 10% per annum

BRANCHES:

Bombay Calcutta Ceylon
Colon Singapore Hongkong
Kobe London Madras
Rangoon Shanghai Singapore
Sourabaya YokohamaThe Bank of India is a member of the
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